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FULL COVERAGE: 1986 ROD NATIONALS

RODDER '86

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WINTER 1987 VOL. 2 NO. 1

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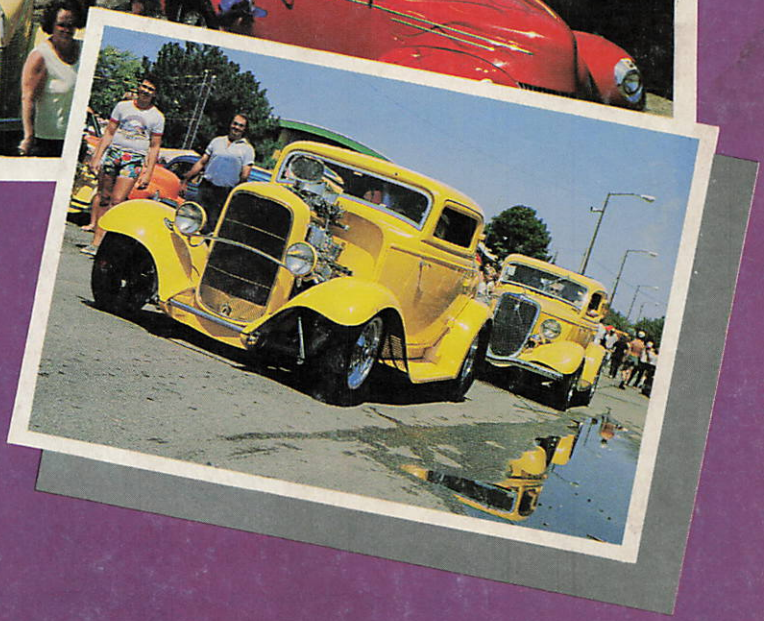

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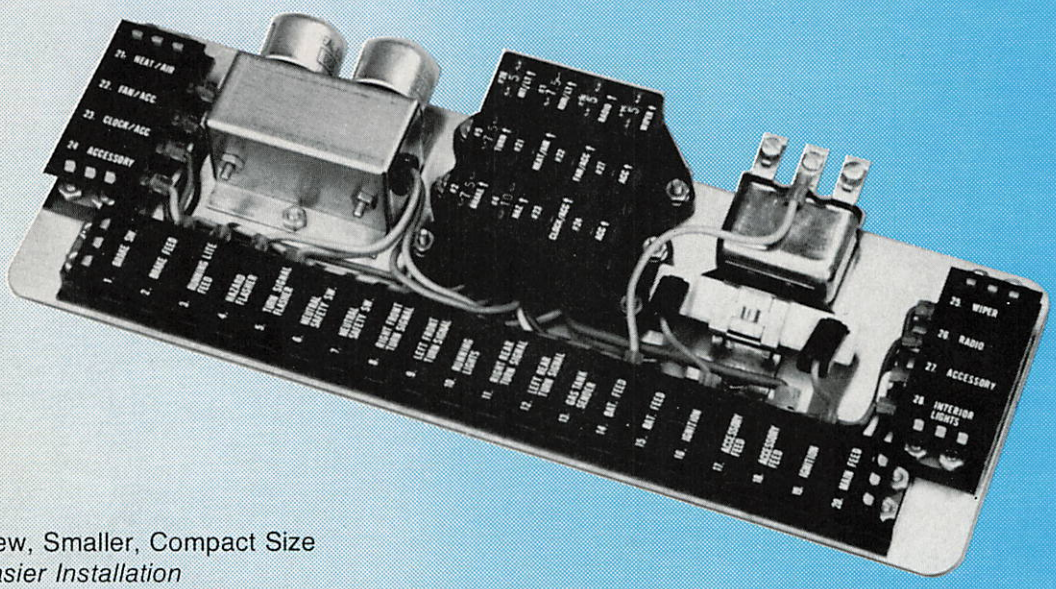

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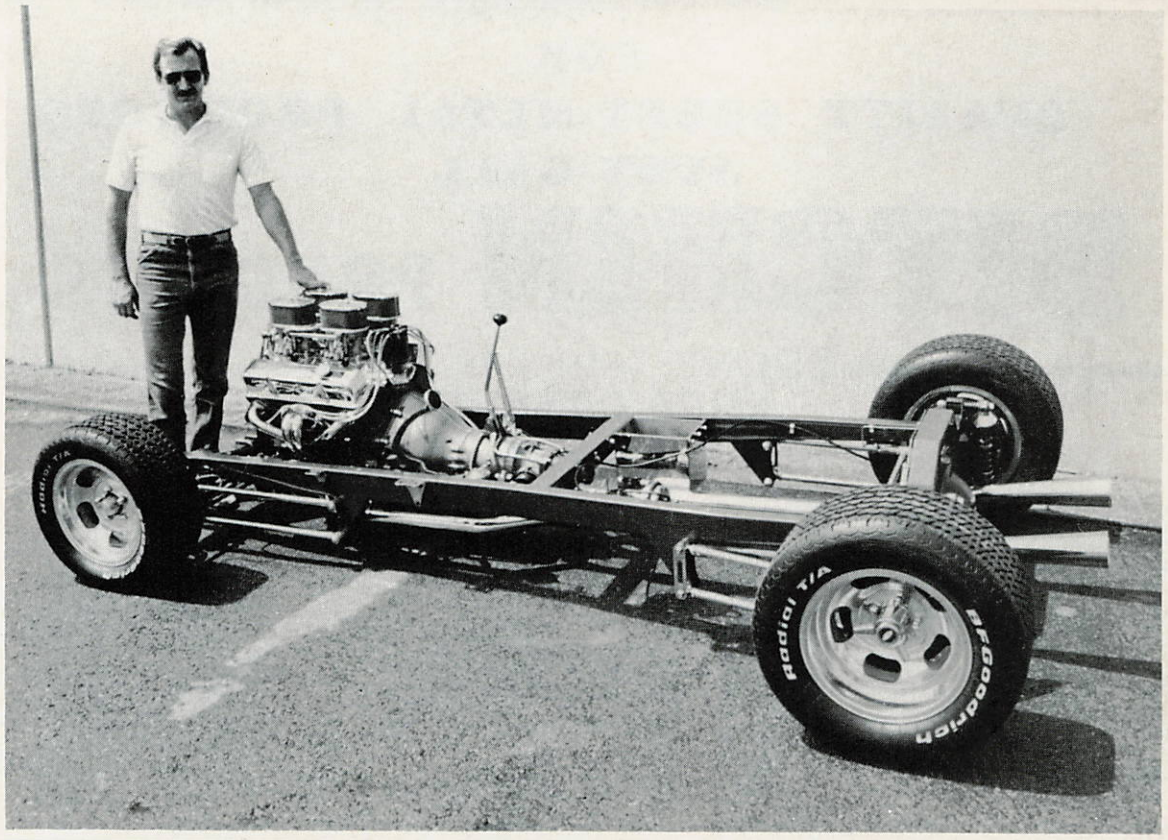

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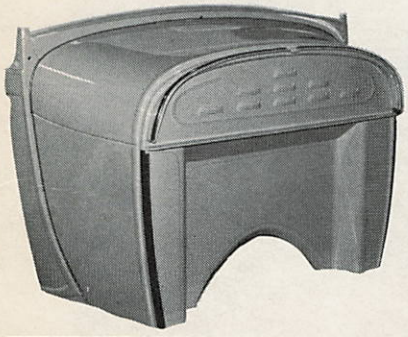
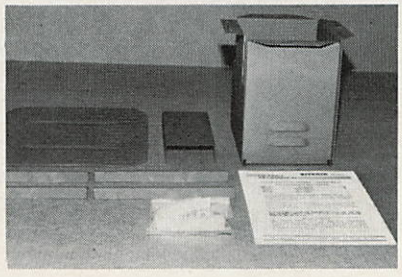
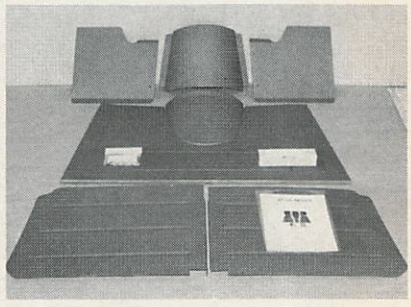
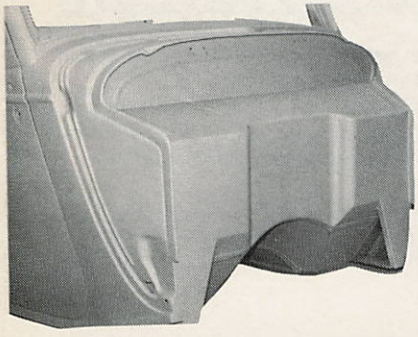
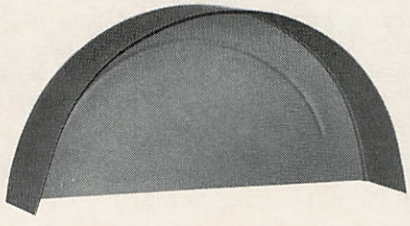
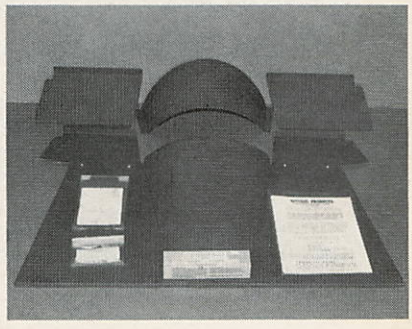
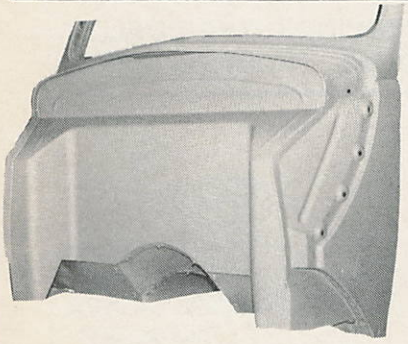
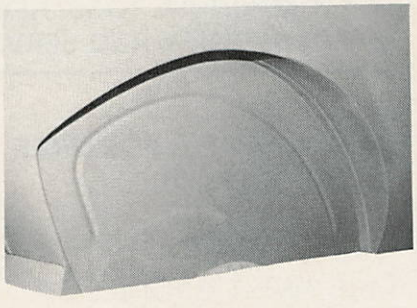
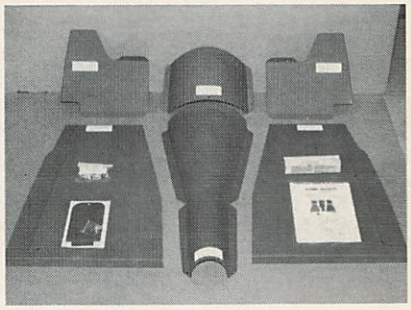

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Winter 1987 Volume 2 Number 1

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EDITOR OF RODDER '86
LeRoi "Tex" Smith

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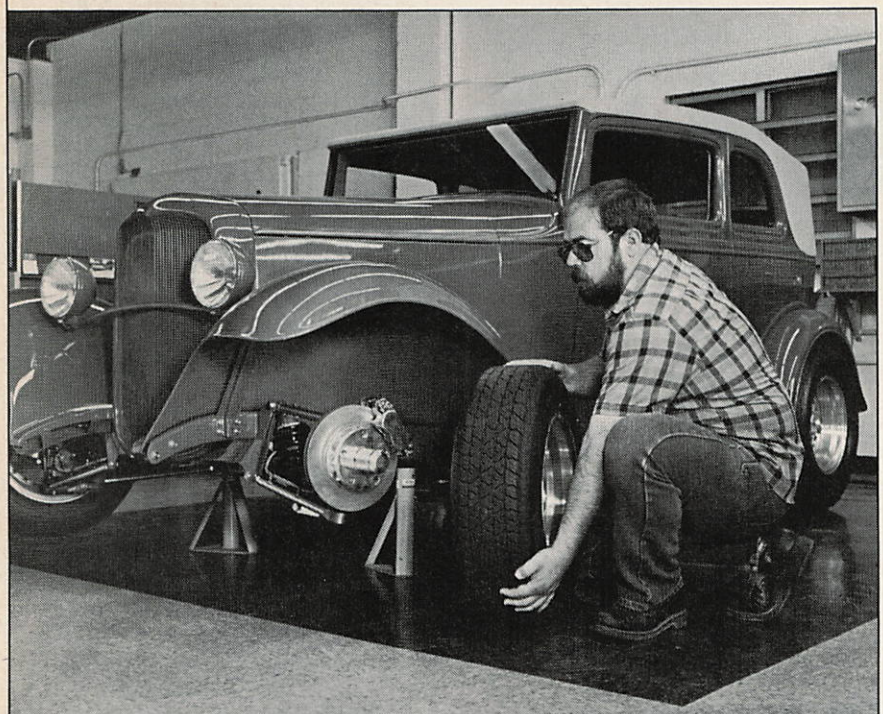

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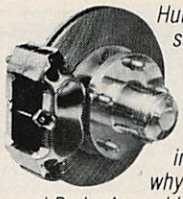

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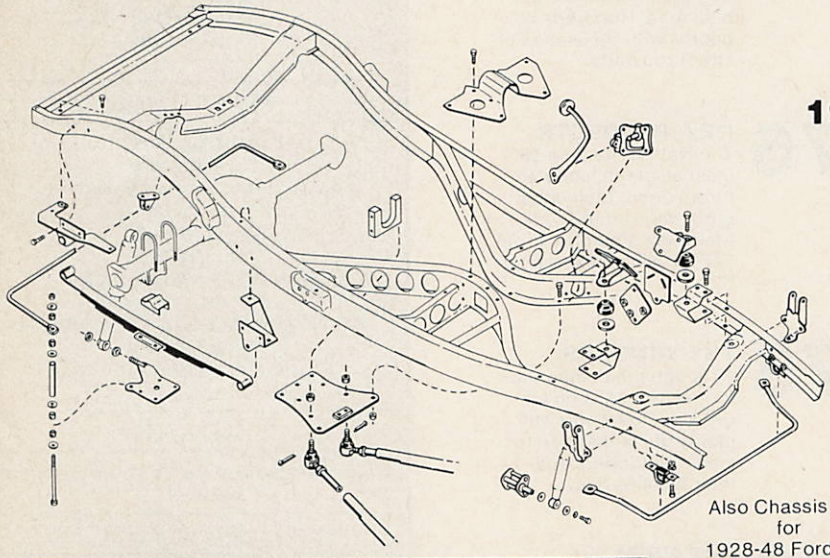

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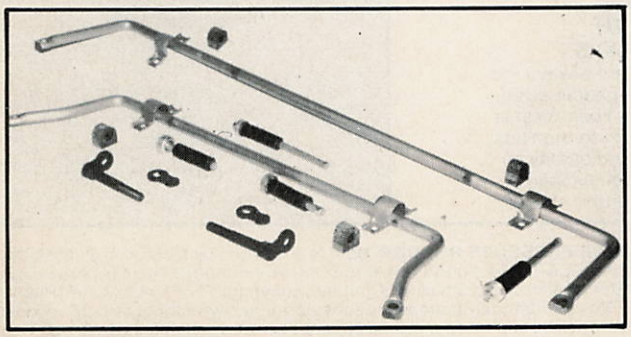

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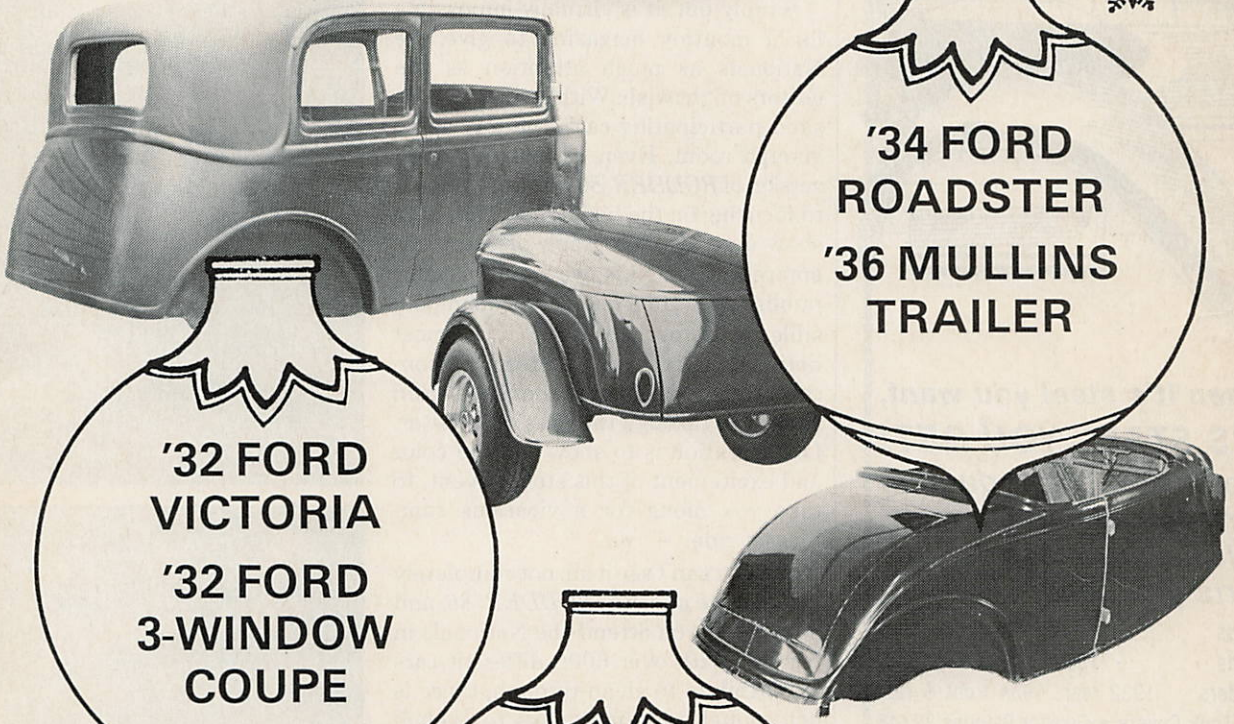

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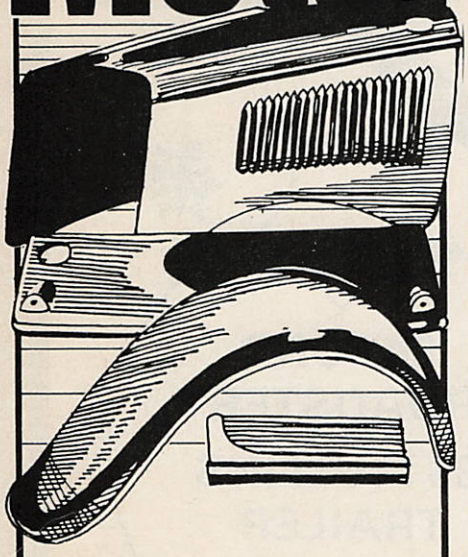

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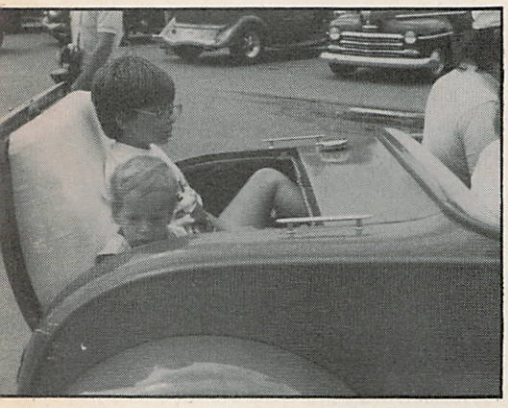
EDITORIAL

This is a very unusual magazine, one devoted almost entirely to the 17th Annual Street Rod Nationals. Nowhere else will you find such total in-depth coverage of this unique institution, spotlighting and celebrating the American hot rodder's interest in things mechanical. All with reason, of course.

Simply put, it is virtually impossible for a monthly magazine to give the Nationals as much attention as the editors might wish. With some six thousand participating cars, there is never enough room. Even in this expanded version of *RODDER '86,* we are restricted to focusing on the highlights. Merely to show a good photograph of every car entered in the Nats, we would have to publish over 1000 pages! Not an impossible task, perhaps, but it is most definitely impractical. Instead, we concentrated on looking at the Street Rod Nationals through the eyes of a visitor. Our intention is to show you the color and excitement of this stellar event, to take you along for a vicarious rumbleseat ride.

No, you can't see it all, not completely through the pages of *RODDER '86,* and not even if you attend the Nationals in person. With over 6000 different cars and exhibits to glean through, there is not enough time in 4 days to eyeball everything. So, our job is to edit the event for you. We talk to first-time Nats visitors and old-timers alike. We visit with the parts suppliers and the backyarders, the high-techers and the lobuckers, the folks who drove across town and those who traveled half-way around the world. From it all, we give you a not-too-condensed version of the automotive cacophony that was Oklahoma City 1986.

To do it in an incredibly short time (about 1 week from the end of the Nats for pix preparation, another week for editorial) we must rely heavily upon the resources and talent that makes up McMullen Publishing Company. The editors and contributors to *Street Rodder* and *Street Rodding Illustrated* are already overwhelmed with getting out their own publications . . . so we ask them for a helping hand. Even the front offices are involved, with Ken Yee pressed into service as our prime coordination expert for printing schedules and distribution planning, and boss Tom McMullen, was handed a camera and pointed toward the fairgrounds.



RODDER '86, with its special coverage of the 1986 NSRA Street Rod Nationals, is a unique publication in many different ways. We know you will enjoy what follows on these pages, and perhaps you'll refer back to this issue time and again in the coming years. That is precisely what we hope you will do, the very reason for the historical sketch bringing you up to date on Nationals history and the reason we have included the special review of highlights from past Nationals.

Thanks a bunch for riding along!

LeRoi Tex Smith

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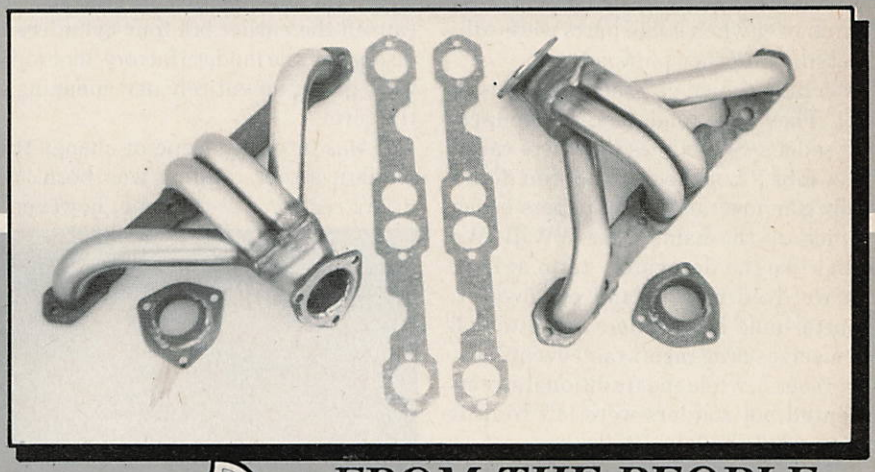

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WHAT STARTED IT ALL

Getting from Point A to now.

BY LeROI TEX SMITH

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Modern street rodding on an organized basis is generally considered to have begun with the formation of the Los Angeles Roadster Club. Although other, older clubs already existed, it remained for the Roadster Club to focus attention on the traditional hot rod as a street-oriented car. This early 1958 photo was taken at one of the earliest club outings, a visit to the Griffith Park observatory above Hollywood, California. Note that only a handful of cars were involved, typical of those very first rod runs.

Street rodding did not start with the first Nationals, the NSRA, or with *Rod & Custom* magazine. It didn't start with NHRA or *Hot Rod Magazine.* Reach way back into obscurity and it didn't even start with the lakes or with *Throttle* magazine. It started with the very first hot rod, back when someone decided to build a "strip-down," a factory-produced automobile that could be made to perform better when some parts were subtracted, and other parts added.

We didn't even call them hot rods at first. They were roadsters, and coupes, and sedans. Sometimes they were called "gow jobs," but the term hot rod didn't really gain favor until newspapers began to pick up the name after WW II. We didn't like the derogatory term at first, but we lived with it, and out-lived it. Quarter-mile hot rodders came to call themselves drag racers (and eventually, just racers), while the traditional street-oriented hot rodders were left to drift along, until the late 1950s.

The traditional hot rod was something personalized. It could be a vehicle stripped of excess fenders, or it could run a stock body. It could even be customized, which made it slightly different from a pure hot rod, but still of the same genre. Mostly, it was a car that featured (or at least, hoped for) better engine performance than a stock automobile. In later years, the custom was a car that normally was considered to have improved styling over a stock automobile, and it might or might not have better engine performance. With the emergence of Detroit as a factory performance car capital, traditional hot rodding began to disappear.

Rather, I should say that the older hot rod "foundations" began to disappear. The Model Ts and Model As and 1932 Fords were no longer the hot ticket. By 1955, the Detroit iron was so good that showroom stockers could usually beat the older rods in drag races. Especially older rods that were built for street use. In very short order, what had been known as a hot rod was little more than an old car. Just as the hot flathead V-8s caused the earlier hot four-cylinders to disappear, the modern factory "hot rods" were giving an entirely new meaning to the term.

It was into this scene of change that modern street rodding was born. We didn't realize it at the time, however.

The Los Angeles and Bay Area Roadster Clubs met for the very first Roadster Roundup, midway up the California coast. Excitement was very high, and little did any of the participants dream that this run format would lead eventually to a street rod nationals. That '32 on the right belonged to Tom McMullen, Dick Scritchfield left.

In about 1958, I was working as an associate editor at *Hot Rod* magazine. Our staff consisted of Wally Parks as editor, Bob Greene, Ray Brock, Eric Rickman, me, and heavy outside contributions from former staffers Racer Brown and Don Francisco. In an effort to help *HRM* overcome front-running automotive magazine *Motor Trend,* it was decided to have Brock concentrate heavily on Detroit and their emerging pavement pounders. This coincided with a growing interest in the stock classes at nationwide drag strips. The decision to feature the hot factory cars would lead to factory advertising in the magazine, and a frightening new direction in the hobby was launched.

We did not want to lose the traditional hot rod, however, because we knew it was a great foundation for the hobby. It became my job to make sure that such cars were a regular part of our coverage. In an effort to delineate the more traditional hot rod from the evolving modern factory rod, and the changing drag racing hot rod, I coined the name *"Street Rod"* as a reference to those older style rods primarily for highway transportation.

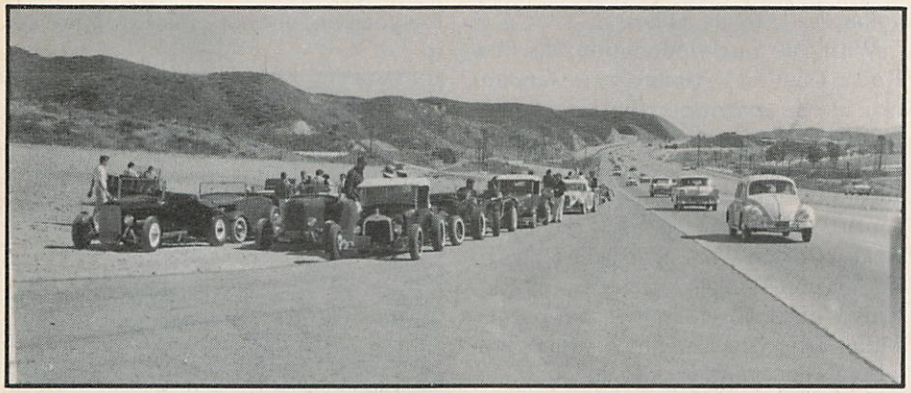
At about the same time, Dick Scritchfield came on the scene with an idea that was to spawn the modern hobby of street rodding. The emphasis here is on the word modern.

Scritch was not a newcomer to rodding. I had met him first at the Bonneville salt flats during the early '50s when he was running out of the Kansas City area. Then he worked for the National Hot Rod Association for some time, a job he left about the time I joined the staff of *HRM.* During this period of time, Dick had purchased a 1932 Ford hi-boy roadster that had once been a cover car on our magazine. One day, Dick approached me with the idea of forming a hot rod roadster club. "The older-type hot rod is disappearing fast," he offered, "and we need to get some kind of club going to save the sport!" Prophetic words, it turned out.

I don't recall if I was the first respondent to Dick's suggestion, but those first two or three exploratory "meetings" were composed almost entirely of people we both knew who happened to own roadsters (and live in the southern California area). A sparse crowd, at the best of times.

I wrote about those early meetings and cruises, mostly because there was little else of a traditional hot rodding nature going on. Car shows were big, drag racing was booming, but practically every activity pointed toward the late-model car.

Right from the beginning of the Los Angeles Roadster Club, we emphasized using the car on the street. Some of the members ran the drags, and some ran at the lakes or Bonneville, but that was an addition — a kind of plus factor. It was this highway activity that seemed to attract the attention of other street rodders nationwide. We received a heavy dose of reader mail in favor of editorial coverage of street rodding, and we encouraged the formation of other clubs like the LA Roadsters. One of the first successful non-roadster clubs was the Early Times, created by So-Cal enthusiasts who happend to like closed cars. At the same time, clubs that had been established for years noted a resurgence of interest in the older style cars. The hobby of street rodding was underway, but we still didn't call it street rodding.



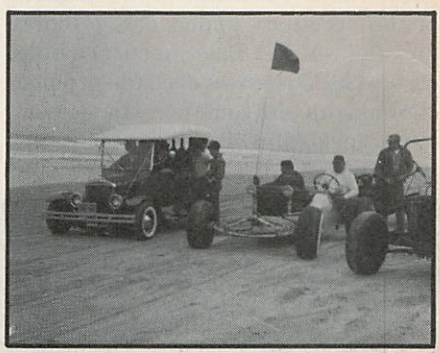
ABOVE — The growth of the Los Angeles Roadster Club prompted plans for longer weekend cruises. Here the club, along with a couple of specially invited roadster-owning friends, stops outside L.A. on the first long venture ever taken as a group.

As the Los Angeles Roadsters continued to expand their activity, other roadster-only clubs appeared. We featured material on nearly all of them, and still wanted more. At one time, Tom McMullen was creating various rod run ideas almost monthly, just so we would have enough material to satisfy reader demand.

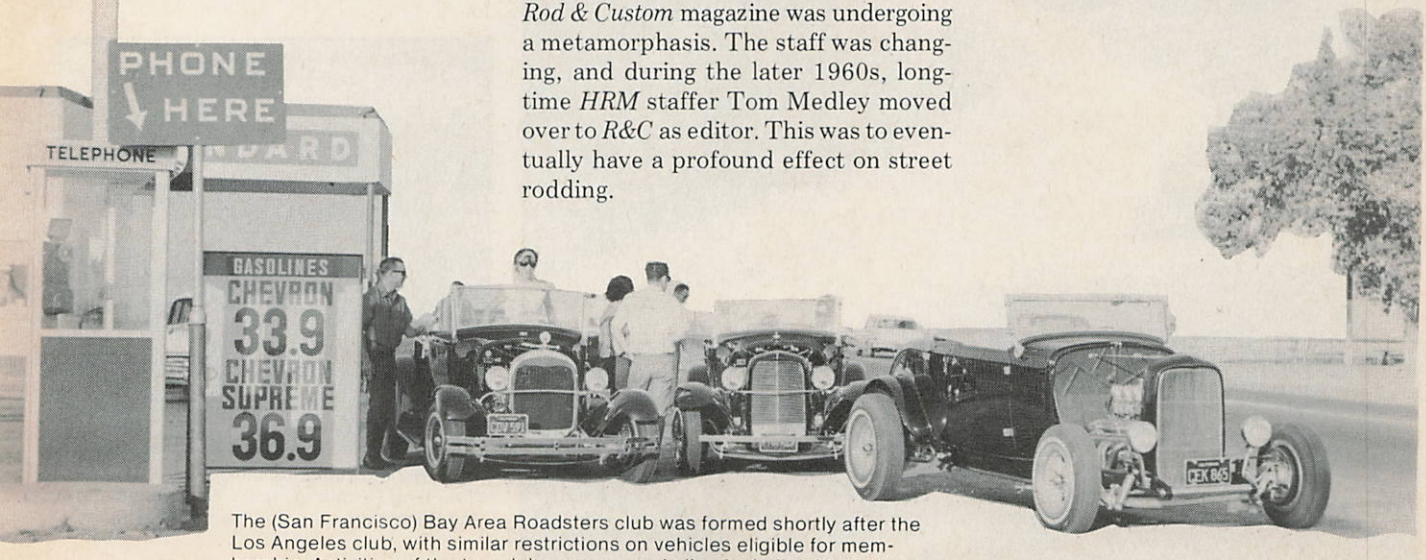
As the interest in old-style hot rodding was building, our sister publication *Rod & Custom* magazine was undergoing a metamorphasis. The staff was changing, and during the later 1960s, longtime *HRM* staffer Tom Medley moved over to *R&C* as editor. This was to eventually have a profound effect on street rodding.

Tom was one of the vanguard in go-kart activity, and this probably played heavily in the decision to move him to *R&C*. At that time, the younger magazine had taken up the slack for karting advertising as it moved over from *HRM*. Not forseen by the company's leaders, however, was Medley's recognition that *R&C* needed a new image to grow with. In street rodding, Tom had the image. By 1968, his magazine was leading the way in street rod material, while the other automotive publications slept through the sport's emergence.

During the 1960s, Medley and I had talked about how street rodding was growing nationwide, even internationally. When Tom moved to *R&C*, and brought Bud Bryan on board as a staff member, the discussions became more lively. One day, on a fishing trip, Tom said, "Wouldn't it be dynamite to have a national roadster run. Kind of like the LA-San Francisco club get togther, but open to all kinds of hot rods from everywhere?" The seed was planted, and everyone on the staff bantered the idea round.



At the first Roadster Roundup, Norm Grabowski debuted his new "T" tub; his more famous "Kookie Kar" Fad-T was the tub's predecessor. The touring eventually was heavily modified for the TV series "My Mother The Car;" Norm moved to Arkansas and created the Henneway Special truck.



The (San Francisco) Bay Area Roadsters club was formed shortly after the Los Angeles club, with similar restrictions on vehicles eligible for membership. Activities of the two clubs were very similar, including local runs on weekends. Note the price of gasoline!

'86 Nationals RODDER '86

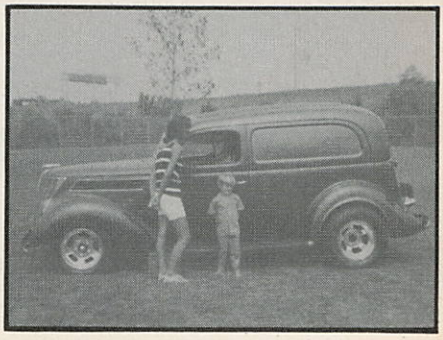
One day, Tom phoned (by then I was freelance writing) and asked me to stop by the office. "Let's do it!," he exclaimed. The first annual Rod & Custom Nationals was born. But not without opposition. In the first place, the "top floor" said "no dice" to sponsoring such an event. So, the magazine name could not be officially linked to the event. That didn't mean that the same logo type-style didn't appear on posters and advertisements of the event. Success often depends on deception. And the company's inner sanctums supplied much of the necessary paperwork, printing, etc. It wouldn't have been possible, otherwise. There was even the problem of coming up with some necessary "cash" to pay incidental bills. So, articles suddenly appeared, supposedly authored by me. They weren't, but the subsequent paychecks were cashed, and the money turned over to the upcoming Nationals account. One way or another, *R&C* was going to sponsor the street rod nationals.

There had been a small rod run in the Madison, Wisconsin area in 1969. Using this as a guide, Medley and Bryan started looking for a nationals site. Several places were considered, and for various reasons, discarded. Finally, they determined that Peoria, Illinois would work. Primarily because the Slow-Pokes rod club was there, and the club members volunteered to act as hosts.

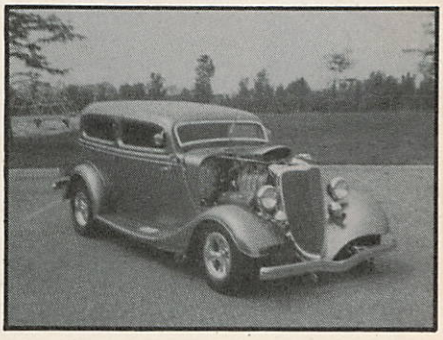
With this much foundation, the first Rod & Custom Nationals were announced in the magazine, the target date being the summer of 1970.

As plans for the event progressed, several rodders from the midwest and south volunteered to help the Slow-Pokes. Cotton Werksman from Chicago . . . Vernon Walker from Memphis . . . Billy Webb from Georgia . . . and Bruce Miller from Peoria. Since Miller was where the event was to be held, he became a contact point for future activity. Part of that activity was getting incorporation papers in Illinois for insurance purposes, and this was the conception of what was to become the National Street Rod Association.

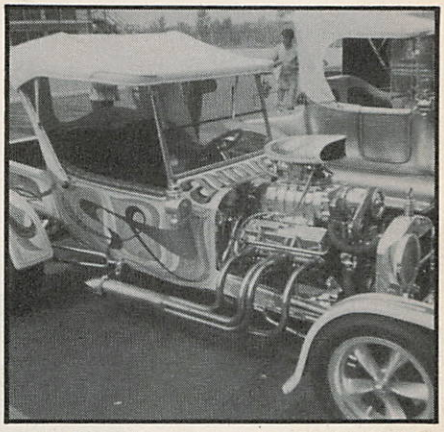
The National Hot Rod Association had its hands full with drag racing, and couldn't get involved with sanctioning the new idea. So, on paper at least, the NSRA became a reality. Finally, the *R&C* crowd left for Peoria, having not the faintest idea what to expect, or what to do when we arrived. As noted, I was an "inside" outsider, a freelance writer, and not an official part of the staff. It should also be noted that, in the few days just prior to the nationals start, Bruce Miller had persisted with the idea of starting an official National Street Rod Association, an idea that we weren't too keen on, but not entirely oppossed to.



Best Appearing Car at the first Nationals was this 1937 Ford sedan delivery built by Orville Elgie of California.

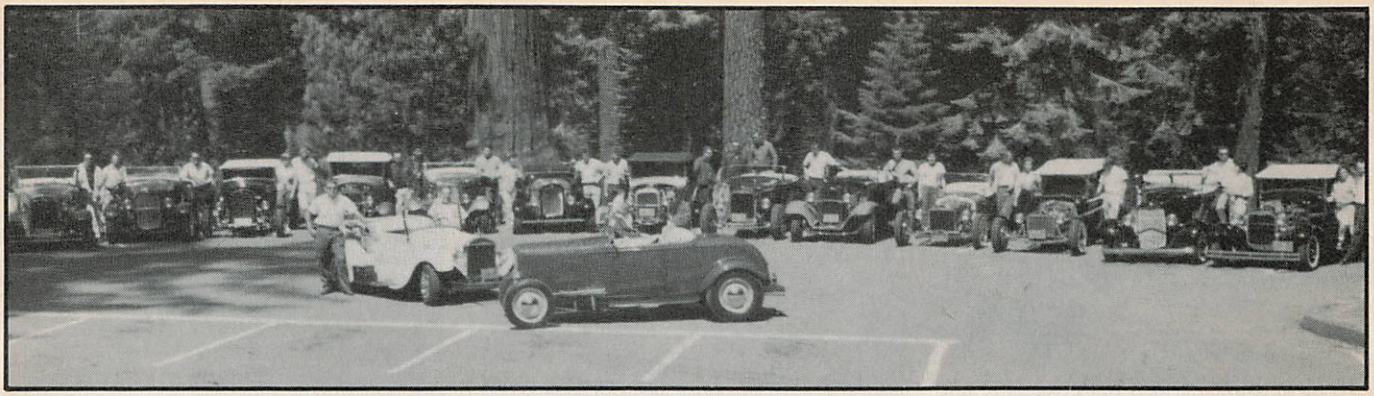


Either ahead or behind its time was this 1934 Ford sedan at Peoria, complete with the right stance and huge blown engine. Note the filled top.



Andy Brizio cleaned up at Peoria with his fad T, winning People's Choice, Best Open, and Bob Burton drove to 2nd in the Streetkhana.

A roadster club got together in the high mountains of Sequoia National Park treated the crowd to awesome trees and great winding roads. By this time, traditional hot rod philosophies were springing up everywhere across the nation, spurred by the realization that the old-style rods made outstanding cruisers.



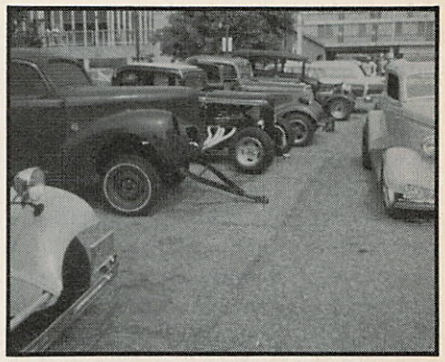
Family portrait of roadster club members in the high Sierras, with Dick Scritchfield's ex-McGee deuce in the foreground. This was just about the time that the old-time rods were beginning to meet with more modern suspension systems common to the high dollar European imports.

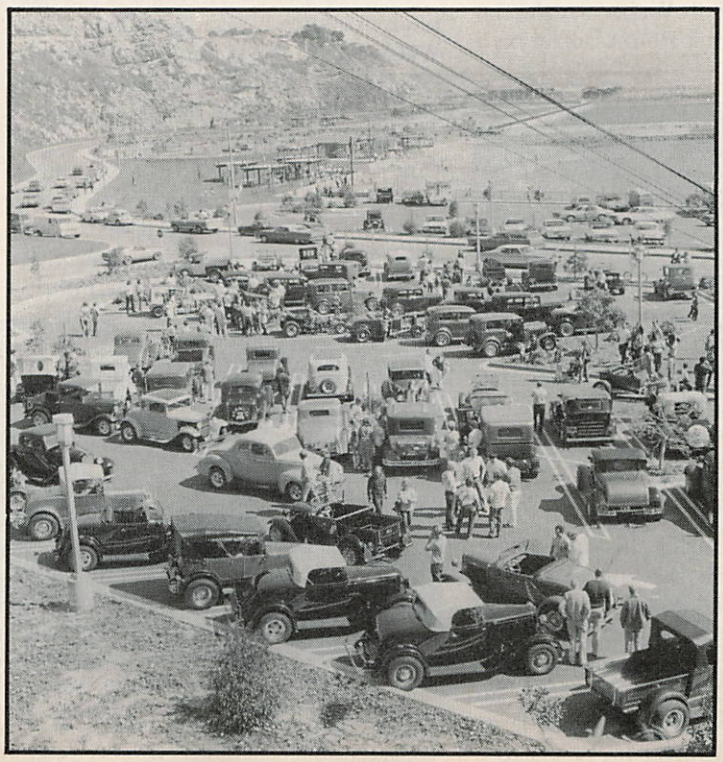
So it was that the first nationals, officially the Rod & Custom Nationals, got off to an inconspicuous start. The only restrictions created by the magazine staff was that the cars be pre-1949. This came about as we discussed the problem of potential trouble from cars that were not "real" hot rods. Essentially, we were concerned about the lick-um, stick-um late-models that weren't hot rods at all, despite what the mailorder speed equipment decals on the windshields might infer. At some time during our talks, Bud Bryan said, "Let's just cut it off at 1948. That was the last of the clamshell fenders, sort of." So, the 1948 ruling came into effect, a factor that we later came to rue because it created a false impression of what street rodding is all about.

Medley, Bryan, my wife Pegge, and I arrived in Peoria a couple of days before the official event start. The headquarters motel was a modest one by any standard, tiny by current standards. The Slow-Pokes club had done their preparations well, and had lined up a rural (and small) campground outside town owned by a Mr. Forest. This would be the site of our Show 'N Shine (a title dreamed up by Medley on the spot, when we needed something to describe what we wanted to do).

Before leaving Los Angeles we had determined that some kind of gift bag could be given out, something that would contain bits and pieces of information that the average hot rodder would enjoy getting. Again, Medley to the name rescue when he said we would call it a Goodie Bag. A southern California-based drag tire manufacturer (high-performance street tires, as well) offered the actual bag, and all this stuff we had shipped to Peoria beforehand. It was at the motel, waiting. Not waiting was an old rusty 1922 Model T C-cab truck body I had found at the Montana ranch. Tom figured we should give this away to the club with the most participants, and we had shipped it via commercial truck. Nowhere to be found. Fortunately, this prize did eventually materialize, just in time to be awarded to the Minnesota Street Rod Association. (The club took their "prize" home, built a truck street rod, and gave it away at the following Nationals in Memphis.)

So, the night before the event was to start, we sat around Medley's motel room figuring exactly what to do. A slight miscalculation on the part of a DuPont representative had resulted in us receiving 300 cases of Rallye wax, rather than the 300 cans we had ordered, so we decided that we would have to give each participant a number of cans just to get rid of it all. Then, there was the little matter of an event registration. We hadn't even considered that. My wife offered to set up something, and went off in search of the motel manager.





ABOVE TOP — The first Nationals was a place to show off equipment, even if it was unfinished.

ABOVE MIDDLE — Hot Rod Magazine called the roadster club to ask if a group shot could be arranged for a possible magazine cover; this is the result.

LEFT — Other southern California rodders were not content to let the L.A. Roadster Club dominate street rodding; clubs for closed cars of the traditional type were quick to organize and hold functions to which they invited the roadsters.

'86 Nationals RODDER '86

The morning of the official event, chaos reigned. Medley opened his room curtains to a parking lot full to overflowing with cars. Rods were everywhere, and breakfast was impossible. Street rodders were everywhere; our estimate of about 300 cars rapidly shattered as over 600 cars finally registered. They signed up at a hastily arranged table in the parking lot . . . name, address, type of car. "Just follow down the row of tables, and put one of everything in this Goodie Bag. And, if you want to join something new called the National Street Rod Association, see that fellow at that table over there. Schedule? Well, uh . . ."

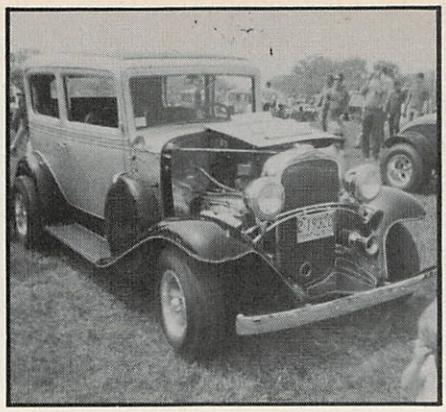
Medley came by, not having been able to get breakfast, and we decided on the spot that we needed some kind of driving event for Saturday morning. We rounded up the Slow-Pokes and they found us a movie house parking lot in short order. The first nationals streetkhana was born in a matter of 30 minutes, to the delight of a burgeoning crowd. Meantime, Bruce Miller was getting together with Vern Walker, Cotton Werksman, and Billy Webb to make the new National Street Rod Association a real organization.

The second Street Rod Nationals were held at Memphis, Tennessee fairgrounds; signs such as on this "A" roadster said it all. 'Getting there is half the fun,' became motto for early Nats participants.

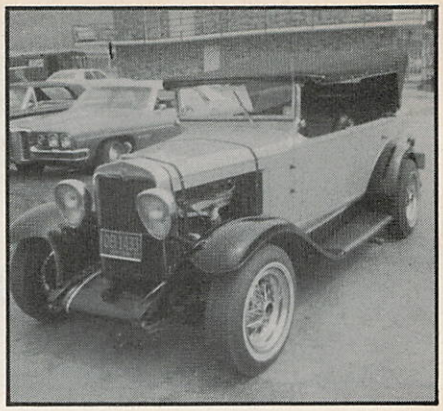
At some time during this first Street Rod Nationals, the question arose as to the site for a second event. We knew that an event of such magnitude could not be handled by the small magazine staff, and not even by the new NSRA. We had met several members of a very large group called the Minnesota Street Rod Association, so we approached them with the idea of hosting the next nationals. Interesting, they said, but they declined because they felt they would need more than just a single year to get ready for such a task. Finally, Vernon Walker's club, the Memphis Street Rods, volunteered. So much for the 1971 event location. Back to the matters at hand.

There was nothing really planned for this first Nationals, so the emphasis shifted to the motel parking lot, late into the night. It was a pattern that would hold sway for all these years later. Sunday, however, we would be at Mr. Forest's campground for the official Show 'N Shine (with what would pass for some judging), a barbeque, and an awards ceremony.

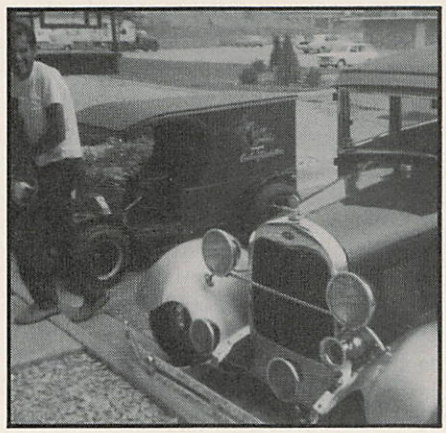
Remember that this was a time when getting more than 25 old-style hot rods in a single location was considered an outstanding feat, and the campgrounds were overflowing with some 600 cars! Mr. Forest obliged by doing some last-minute premature hay field mowing, and no one seemed to mind the dust or inconvenience. The barbeque people were overwhelmed, still everyone was patient. And no one objected to the



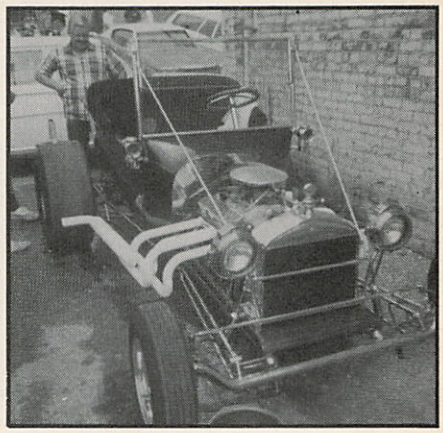
ABOVE — The first Nationals show 'n shine was in a large campground field, with just over 600 cars involved.



ABOVE — New York-based Chevy touring was a vanguard of the non-Ford movement at Peoria.



Jim Babb was already famous for his radiators by Peoria, but he debuted a new mini-truck there and won the Streetkhana.



This roadster featured round tubing frame, torsion bar suspension, proved that California did not have monopoly on building talent.

Although premium-quality craftsmanship was beginning to emerge as hallmark of the most desirable street rods, he early Nationals saw more cars of the near-beater variety than the modern rodder would suspect. Driving events were very popular, as these participants show by getting ready for the Streetkhana. Memphis was a very popular location.

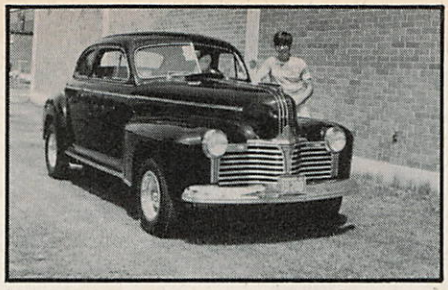
makeshift "stage" we created from a convenient hay wagon. Everyone, however, had one eye cocked at a monstrous storm cloud that was building in the western sky. At the end of the awards presentations, I asked the question, "Did you have a good time?" The roar engulfed us all, proving that the street rod sport had come of age. So I asked another question, "Do you want to do it again next year?" An even greater roar. What had begun so inconspicuously was now an auspicious occasion.

At the first rod nationals in Peoria, Minnesota Street Rod Association won a basketcase (big basket!) Model T C-cab from Tom Medley and Tex Smith. The club spent next year turning the scrap heap into a hi-boy truck rod, drove it to Memphis and gave the truck away by drawing. The sombrero-wearer went to work for NSRA . . . 14 years later.

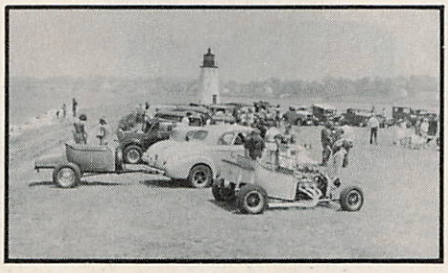
We left Peoria in the warm glow of understanding that something new and exciting had been born.

During the subsequent year, the NSRA struggled along to gain additional members, and lost the services of Bruce Miller (who moved to Portland, Oregon, and eventually started *Street Rod* magazine, now history). Walker and the other officers of NSRA asked us about a leader for the organization, and we were unanimous in suggesting Dick Wells. Dick was in the special promotions department at Petersen Publishing Company, and had a long association with the National Hot Rod Association. We knew he had the kind of expertise and credentials that the new NSRA needed. Wells became President of NSRA at the Nationals in Memphis, 1971, and *Rod & Custom* disappeared from the newsstands for the first time. This was what prompted the eventual appearance of *STREET RODDER Magazine*. And the rest is history. A history that we'll pick up in subsequent issues of *RODDER* magazine's special coverage of the annual Street Rod Nationals, circumstances willing.

That, then, is what started it all!

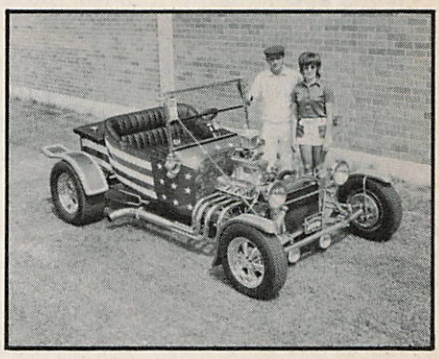


BELOW — The rocky Mountain region was apace with the rest of North America; interestingly, closed cars were more popular in the mountain states than roadsters.

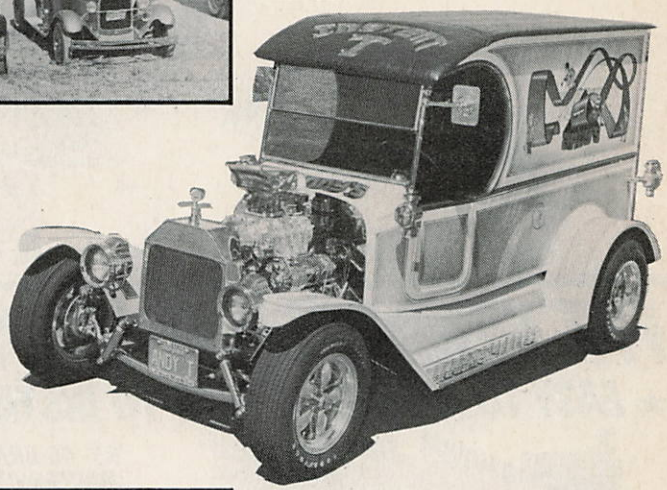


RIGHT — The Street Rod Nationals have spawned a whole host of smaller regional events. Some rodders claim the regional affairs are just as much fun as the annual biggie. Del Mar, California, was the site for an early NSRA regional event (here the infamous Jim "Jake" Jacobs jockies his famous Niekamp roadster through the Streetkhana); now the Western Nationals has become a major event on the annual rodding calendar.

LEFT — The non-Ford crowd surfaced in force at the Memphis Nationals, exemplified by Dan Brizendine's super 1941 Pontiac sport coupe. The 23-year-old mechanic did the buckskin interior himself.

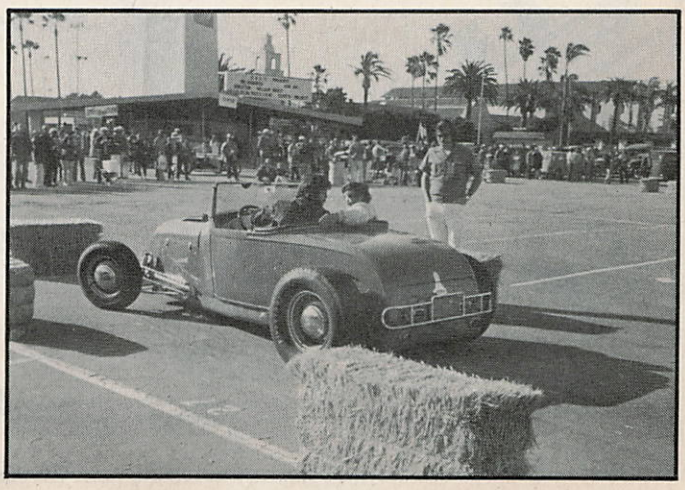


ABOVE — This little "T" wasn't especially outstanding, but when the owner whipped on the American flag motiff just before coming to Memphis, he started a big thing and was one of the most photographed cars at the meet. Up front you'll note the Los Angeles Roadster Club plaque; owner was associate member.



ABOVE — The famous Instant T's from the shop of Andy Brizio in South San Francisco were showpieces of workmanship that many rodders considered standards to be emulated.

LEFT — Rod runs were spreading rapidly by the time of initial Street Rod Nationals, but such excursions really took a spurt after the Nats started. This east coast outing of the mid-1970s is typical of the kind of cars and diversity that was entering the hobby.



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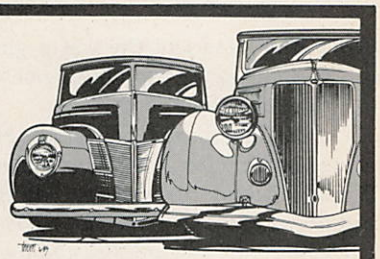

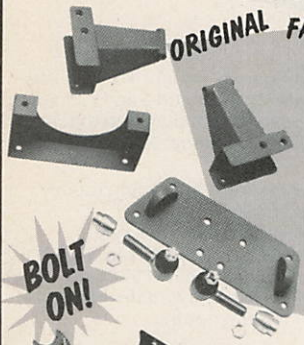

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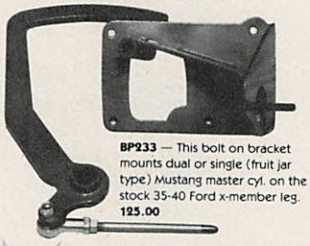

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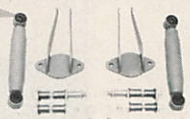

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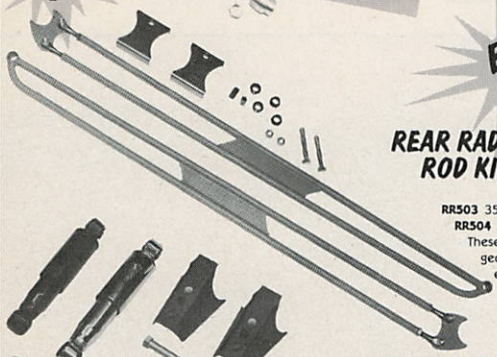

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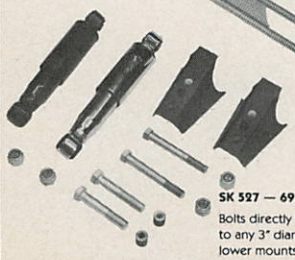

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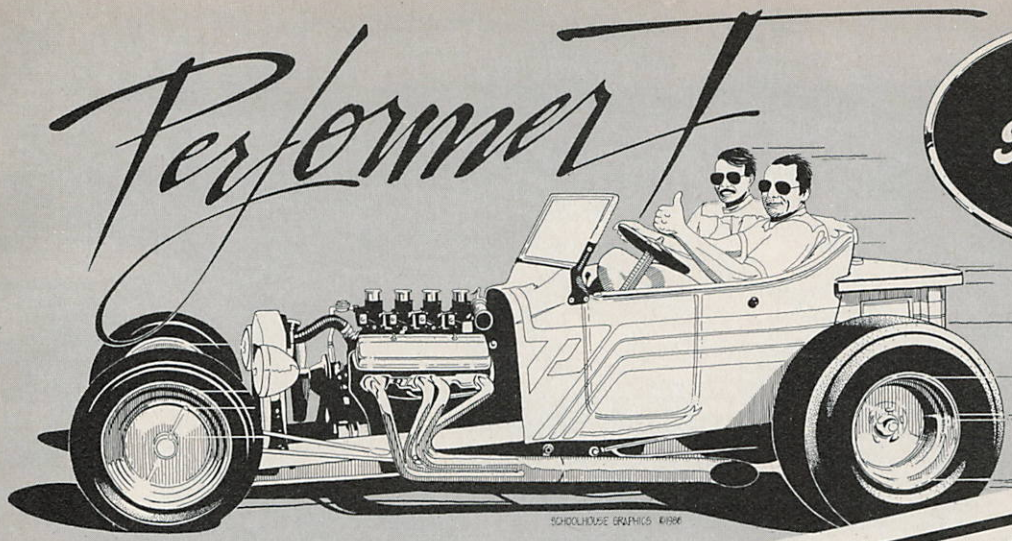

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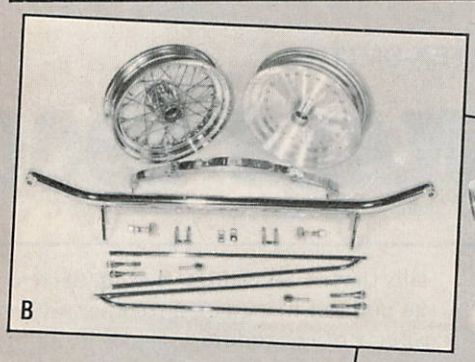

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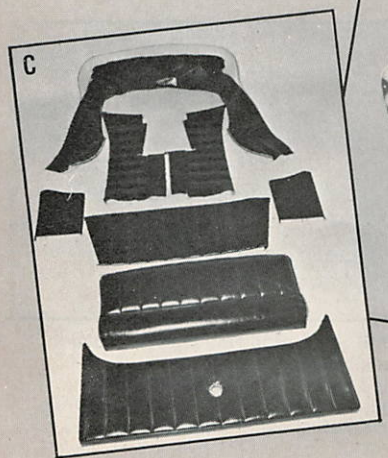

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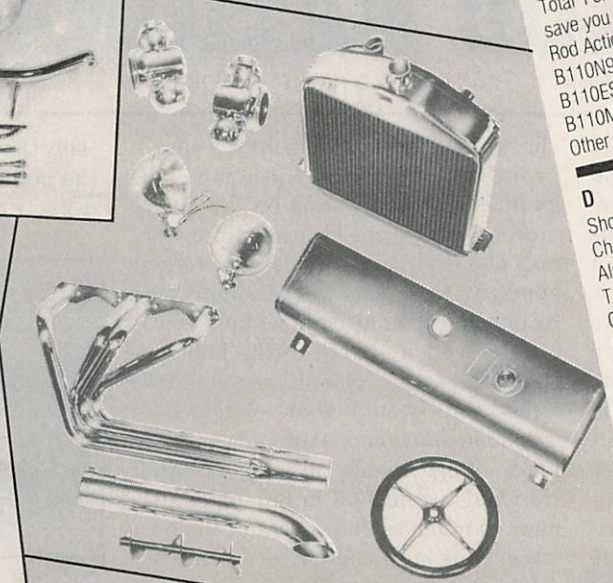

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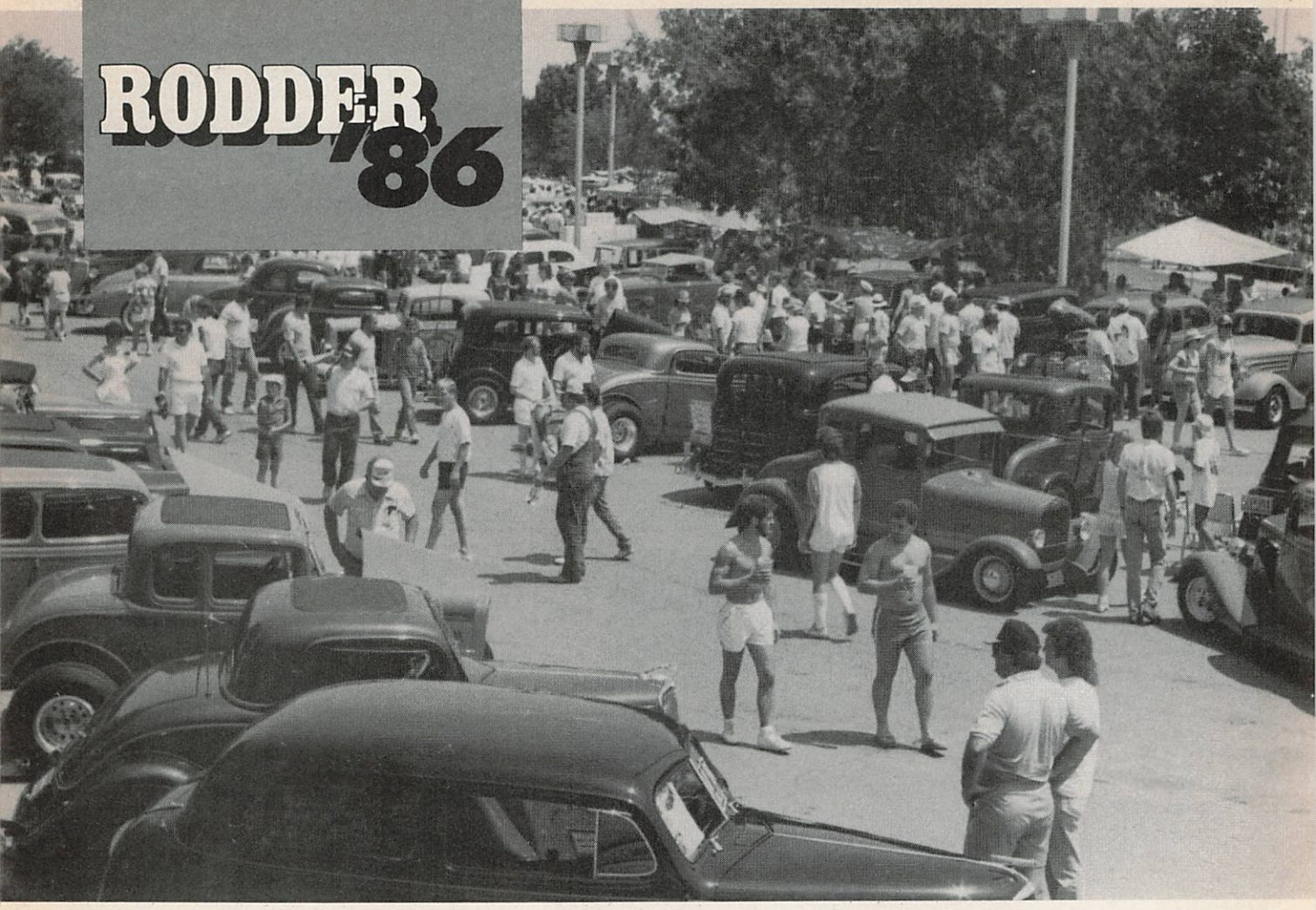


The 17th Annual STREET ROD NATIONALS 1986

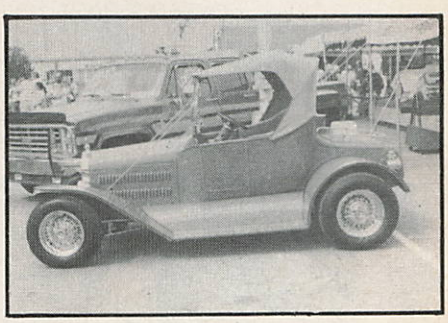
BY LeROI TEX SMITH

PHOTOGRAPHY: TOM McMULLEN, TEX SMITH, CARL BRUNSON, PHILLIPE DANH, GEOFF CARTER, STEVE HENDRICKSON, JOE MAYALL, JERRY JOHNSON

Street rodding is a very big and active hobby. But by any form of measurement, the annual NSRA Street Rod Nationals remains the *big one* for the majority of traditional hot rod enthusiasts. Yes, it is limited to vehicles produced prior to 1949. Yes, it has become so big that a person cannot possibly see all of the cars present. Yes, sometimes the atmosphere may seem more commercial than personal. And yes, there are bound to be some things about the production that do not please every participant. Even so, you never leave the Street Rod Nationals wondering if you have just been privvy to a major automotive happening.

As with every phase of the hot rod sport, the Nationals reflect a constant change in the street rod hobby, a kind of evolution. At early Nationals, the emphasis primarily was on creating a crowd of cars in one location. Rods were not plentiful, and any street rodder going to a Nats was sure to be impressed by only a few hundred machines. It was a time of idea growth in the hobby, a time when only one in one hundred street rods would show evidence of workmanship now considered commonplace. Participants at those earlier Nationals could find in one place perhaps as much as 90 percent of the best street rods in the nation.

The 1986 Street Rod Nationals in Oklahoma City expressed a completely different portrait of the hobby. What emerged was simply a comment on the running change the sport offers, essentially that street rodding has matured to the point of being equal to other, older aspects of hot rodding.



The 1986 Street Rod Nationals introduced some really superior machines to the thousands and thousands of visitors. Among them this very good 1922 T roadster owned by Stan Mitchell out of Paducah, Kentucky.

6063 CARS REGISTERED

It is likely that far too many superlatives have been written about the Nationals. A kind of mythical aura has come to surround the entire affair, and in some ways this is a detriment to the real value of the event. It is suggested by some observers that the growth in the regional events has tended to reduce the impact that comes from sheer numbers of rods in a community. It becomes very difficult to determine just how overpowering the numbers might be when there are more than 1500 street rods around. At the annual Nationals, all of the cars in attendance are rarely on the fairgrounds at the same time. The exception to this is right around noon on Saturday.

The complaint is heard that such a large number of cars makes the Nationals too difficult to enjoy. On the other hand, if there were fewer cars, the complaint would surely be one of car shortage. Exactly how many cars come to the Nats is very hard to estimate, although the official figure stood at 6063. Certainly this is not a purely accurate count of hot rods present, since there are always some cars entered that don't actually show up. The car owner may come anyway, or give his entry to a friend. Then, there are some people who figure it is cheaper to enter the event and just be spectators than to pay the gate admission. End result is that the number of cars registered will not be the number in attendance. It hardly matters when the numbers are so large. (Of course, it does matter to the promoters, because nothing draws a crowd like a crowd, and the words bigger/better are precious sales tools for sponsors.)

HIGHLIGHTS FROM NATIONALS PAST

Do I have some past Nats highlights? Is the Pope Catholic? I really remember that first one at Peoria. We looked out that morning from my motel room and it was wall-to-wall cars. Over 600 finally showed up, about twice what we thought might be there. Anyway, after Tex Smith had gone out to create some kind of driving event (it was about 10 a.m.), I wandered across the back alley and street to a small cafe. It looked like the Normandy beachhead. Total chaos. Dishes everywhere, and I couldn't find anybody. Everybody had quit. All the street rodders had bought everything they had in the place, and worked the poor cooks and waitresses to death. They just walked off!

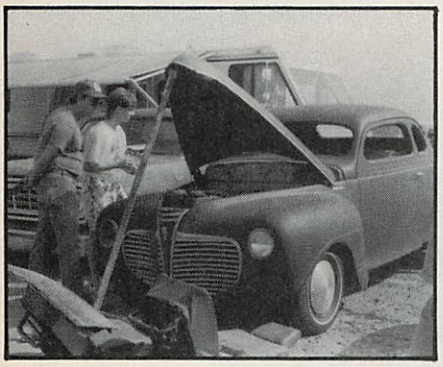
— Tom Medley

THE FAIRGROUNDS AND SURROUNDINGS

The scope of the Nationals is such that only very large communities can now accomodate the convention. The numbers of people involved rival that of any major convention, putting a strain on the community housing and food services. In addition, the Street Rod Nationals introduce a huge influx of vehicles, which means the local police will have a major problem with traffic. City leaders are more than willing to be associated with such a convention, however, when it is shown that something like the Nationals will bring many millions of "new dollars" into town. Of course, it is a salute to the street rod sport that most community officials report the participants are far calmer than the more traditional conventioneers.

RODDER '86

This year I invited a custom car building friend who had never seen a street rod Nats (although he had been to the custom car nationals). Carl Brunson is a custom painter, so I knew he would really appreciate that part of the rods. However, I had cautioned him before the event that he might be more impressed by the evening street cruising than by the fairgrounds show. His introduction to the hours-long parade on Meridian Boulevard confirmed my prediction.

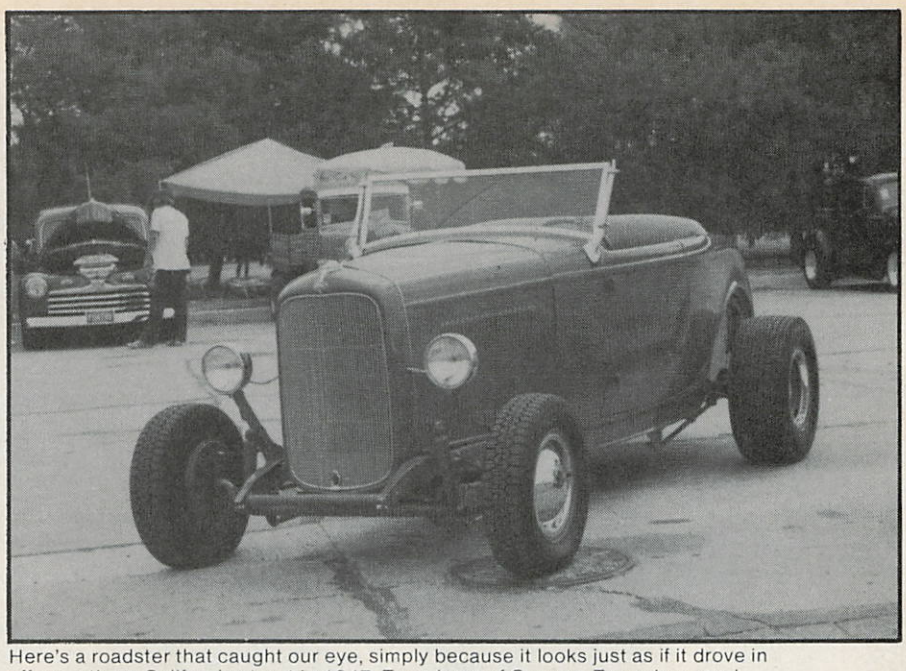


The rod Nats always features a swap meet, but this is never the size it would seem possible, perhaps because the visitors never have lots of space to haul parts home. There are some good buys possible at the vendor spaces which are occupied, however, such as this chopped Plymouth coupe.

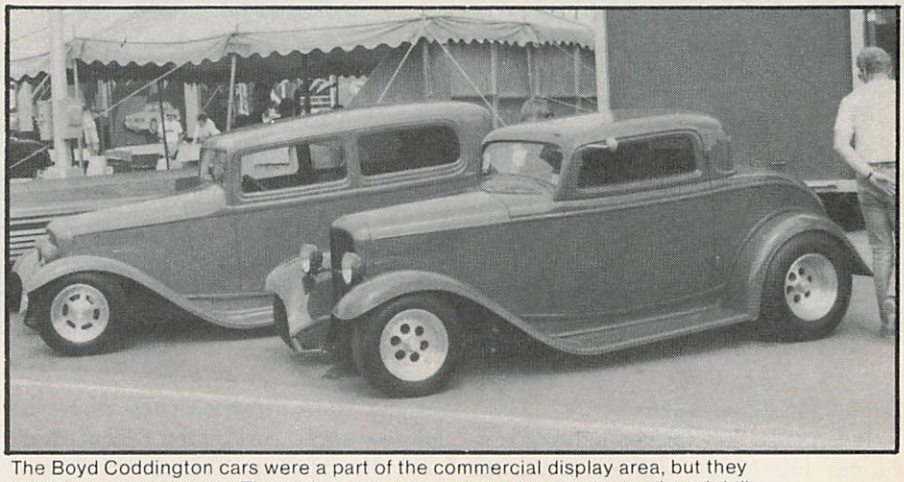
The OK City Police Department had learned well from the previous Nationals held in their city, and had set up some very effective traffic direction barricades to eliminate snarls in front of the motels. Many of the city motels line Meridian between the fairgrounds and the airport, a distance of perhaps two miles. This divided four-lane becomes a mass of street rods and rubbernecking locals at about 6pm, and it remains that way until after midnight on both Friday and Saturday evenings. It is a good show, with people lining the boulevard in lawn chairs and the local police in sufficient force to discourage any rowdy acts.

Even so, there are the inevitable "beer burnouts" as the evening wears on. To discourage street rodders from being involved in this potentially hazardous activity, the NSRA officials have

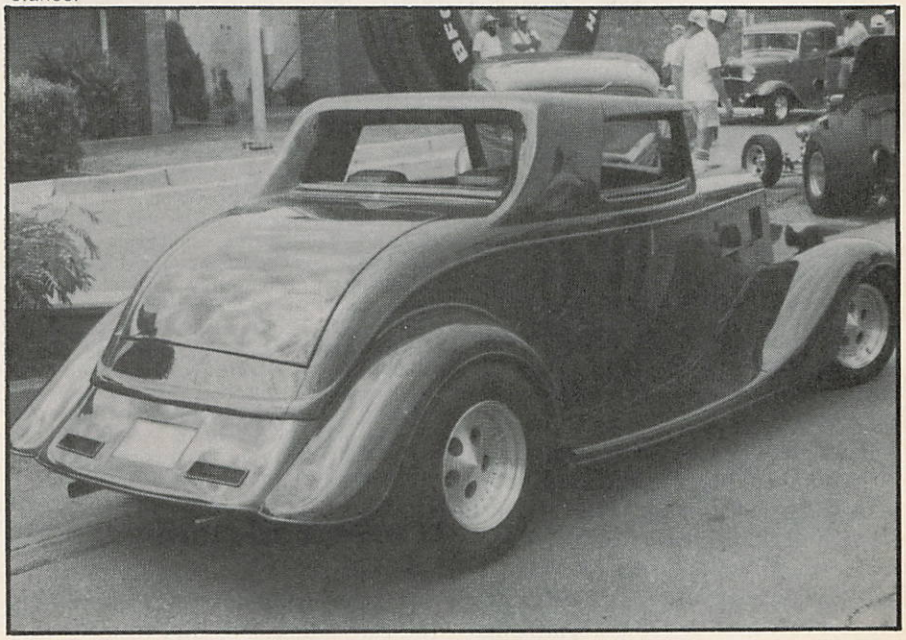
Continued on page 26



Here's a roadster that caught our eye, simply because it looks just as if it drove in off a southern California street in 1947. Terry Love of Canyon, Texas has used modern parts and just enough nostalgia mixed in to create the ultimate memory rod.

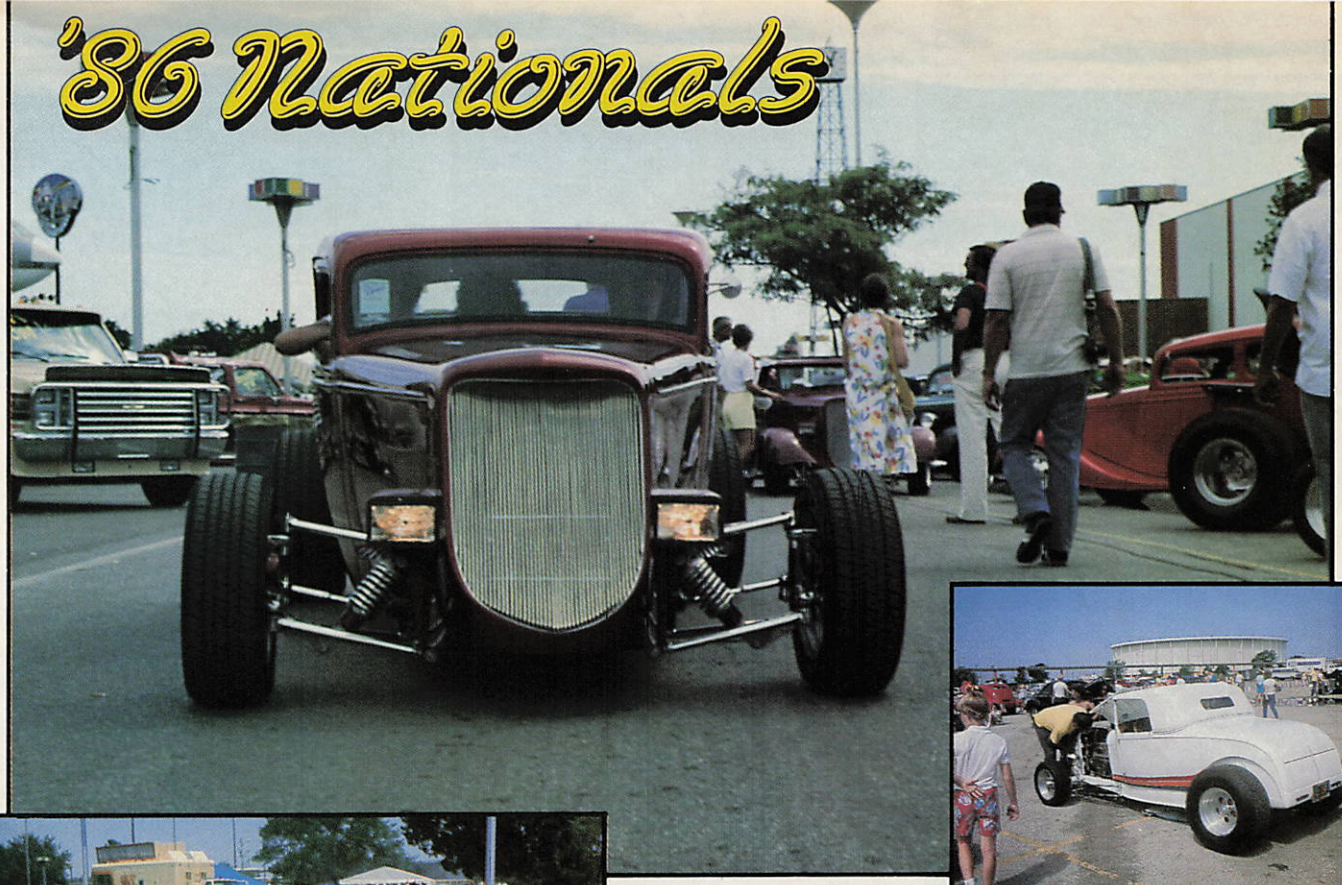


The Boyd Coddington cars were a part of the commercial display area, but they held the rodders in awe. The sedan and coupe seemed to exude the "just right" stance.



Lots of work in Steve Ralfs' 1933 Ford convert from Durant, Iowa. Note the taillight/license treatment, and especially the molded top quarter panel with removable roof insert.

'86 Nationals



ABOVE — Graphics work on black, so how about on white? Dick Ackles used extra color to brighten his 1929 roadster from Dover, Delaware

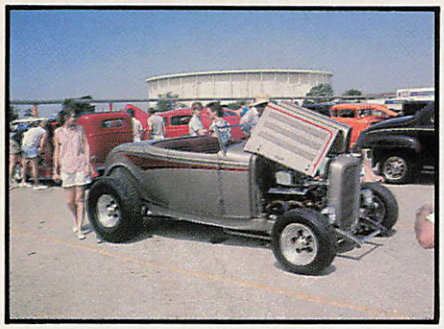
BELOW — Very subtle, and very much a grabber is Bill Campbell's 1948 Ford convert out of California. Kind of restored, kind of rodded, kind of customized.

Few 1930 full fendered Ford roadsters show at rod runs, this beauty is property of Dave Lewis out of Broken Arrow, Oklahoma.

Brilliant green is a good color to dazzle the opposition, Jim Bycy of Chillicothe, Ohio loves it on his 1929 Ford sedan delivery.

Jack Bliss of Eleven Vine, Massachusetts, feels that one can hardly get enough louvers, as his 1932 Ford coupe shows.

BELOW — What we have here is a rub-a-Dub (Adams)-tub full of folks from Kansas. This Deuce really gets around.

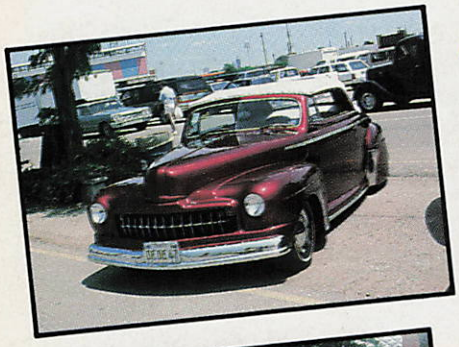


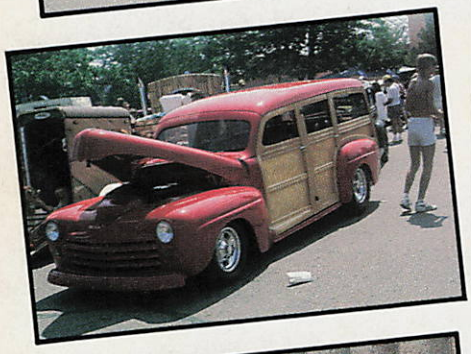
The color is mauve, we think, but the Deuce roadster of Jim Hodges of Lebanon, Tennessee is surely red hot, what with the B&M blown V8.

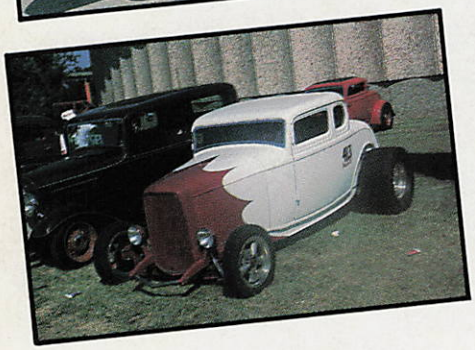
Out of Friendsville, Tennessee comes Ron Cardwell, and his 1940 Ford chopped sedan. It is alive with custom/ rodding tricks.

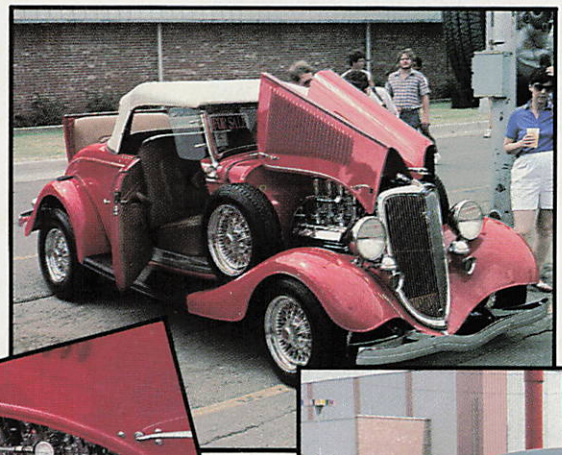
Clean and clean is the 1934 coupe driven by Gary Rinehart from Eagleville, Missouri.

'86 Nationals

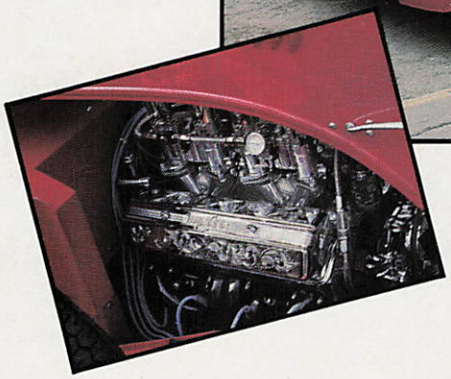








LEFT — You'll look a long time before you find a '34 Ford roadster to equal Bob Scena's machine out of Walpole, MA. The engine is a work of art.



TOP — We couldn't find anyone around this dynamite 1941 Merc custom to get full details, but it sure sets the theme for the next few years in street rodding. The custom crossover is in full swing.

TOP MIDDLE — So you take your chainsaw and just chop the top of your 1948 Ford woodie. Gary Webber picked a bundle of work when he decided on this project.

BOTTOM — Direct from the dry lakes could be the impression left by Larry Stacy of Oklahoma. The 1932 five window Ford looks for all the world like something from 1948.

RIGHT — The sign said "we drove," and the information said that James Martin came from Tampa, Florida in his 1913 T panel.

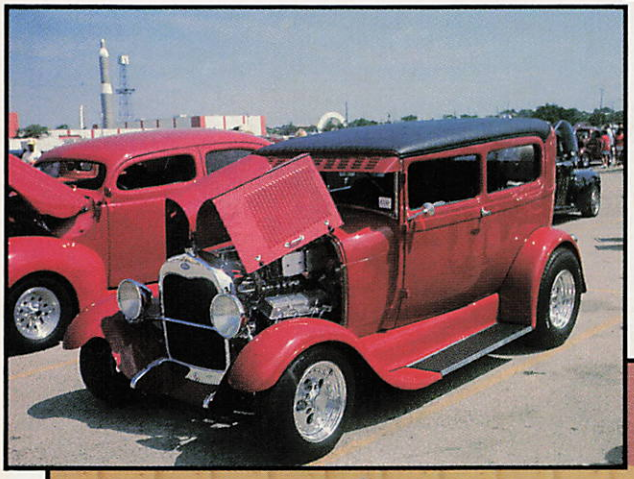
ABOVE — This pale blue lovely belongs to Denny Van Zante of Pella, Iowa. This 1934 Ford roadster has exactly the right stance.

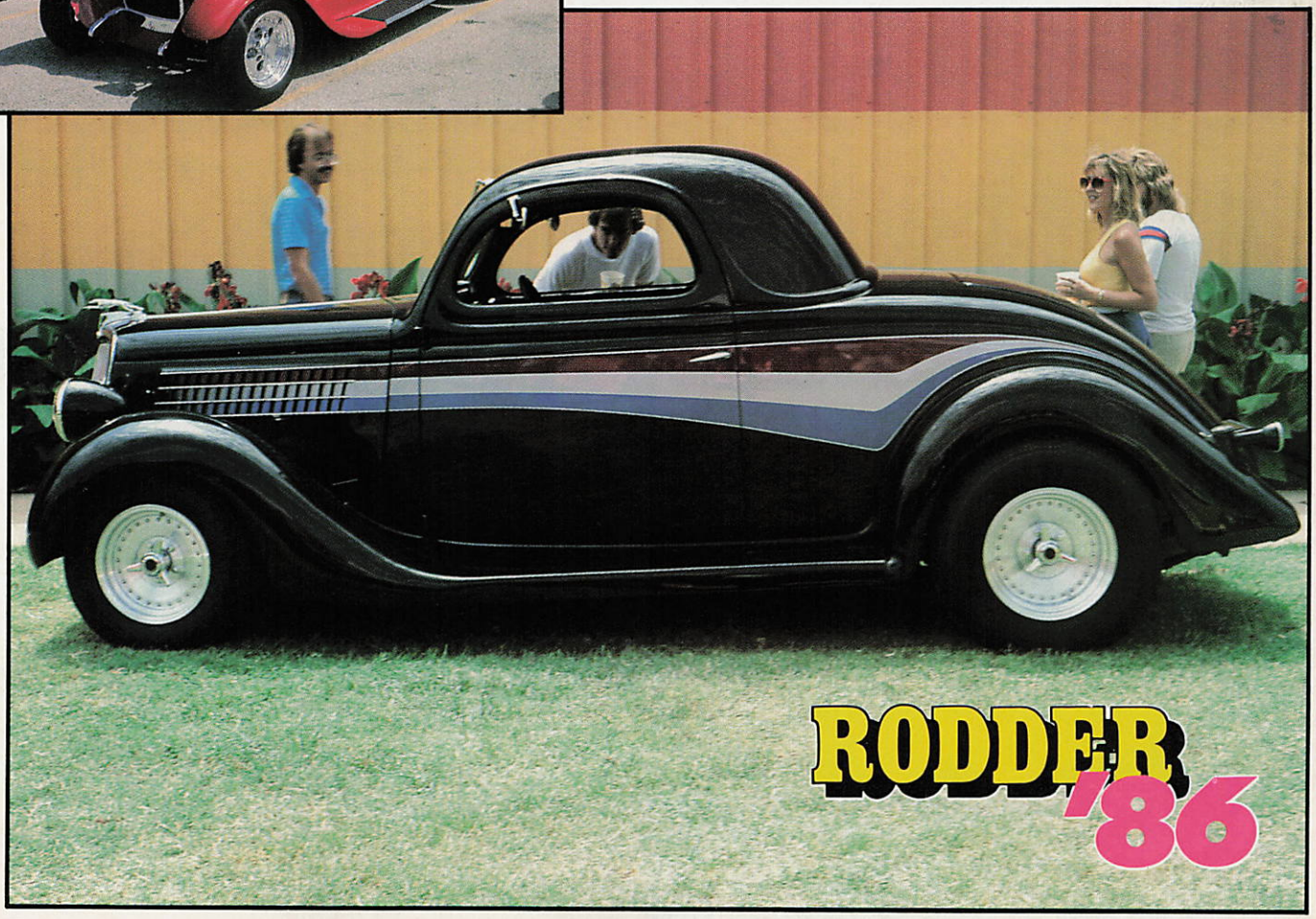
BELOW — Winner of the best use of B&M's new blower was Jon Lindsey of Kansas City with his 1929 Ford sedan.

ABOVE — Pro-Street can be somewhat subdued, as with this three window Deuce, but many of the Oklahoma City visitors were astride some heavy breathers.

LEFT — Sorry we didn't get a name for this keen Ford pickup, but the color proved that red and yellow aren't all that necessary.

BELOW — Then, if you're into white you'll appreciate Don Cain's 1932 sedan out of Kansas City, Missouri.





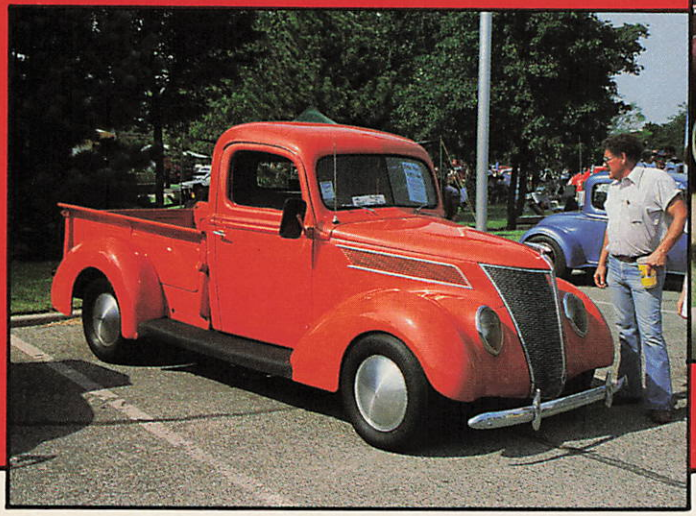
The car is black, but don't the graphics just pop from Larry Davidson's 1936 Ford three window out of Krum, Texas?

RODDER '86

1937 FORDS

The 1937 Ford has come into its own as a hot item with the advent of the smoothie look. Their well rounded lines look even better when smoothed out. Graphic proof is seen here in the form of coupes, sedans, converts, a "zip-top" convertible sedan and a mixed parts pickup. Owners such as Bennie Campise of St. Louis, Missouri; Roy Neilson of Costa Mesa, California; Bob Oney of Cincinnati, Ohio; Charlie McConnell of Phoenix, Arizona and Frank Holsapple of Sugar Creek, Missouri have shown everyone how trick the '37 can be.

The '37 Ford Vaults Centerstage



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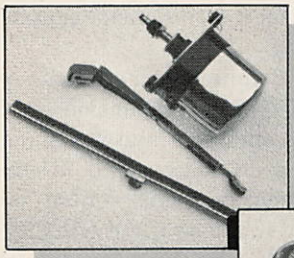

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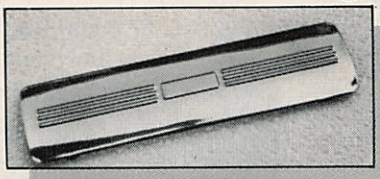

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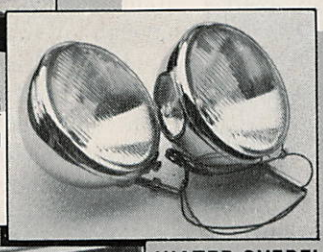

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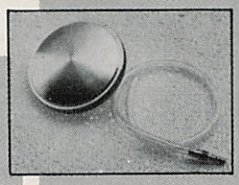

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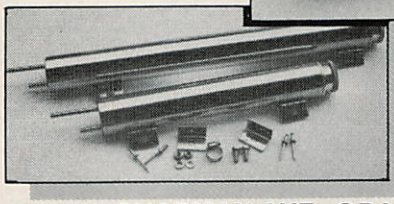

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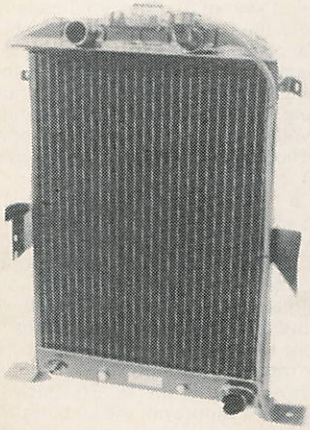

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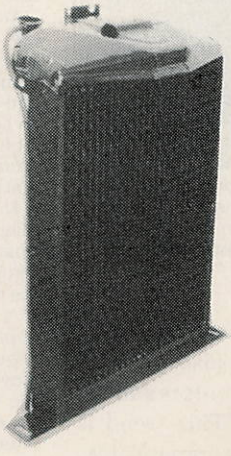
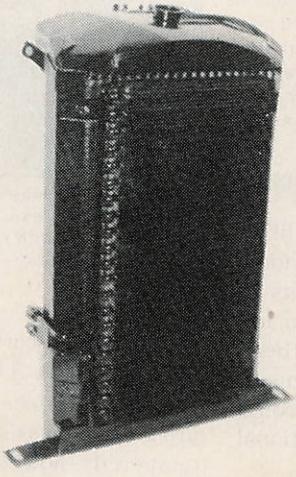


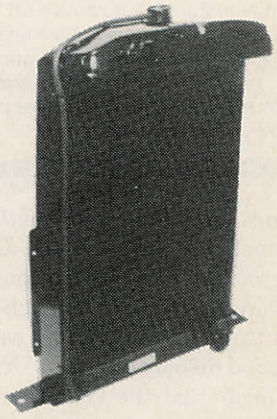
Fords 1917 - 48

1937



Chevys 1928 - 48

1938 - 39



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RODDER '86

Continued from page 20

instructed Nationals participants that they may be observed doing a burnout and will be subject to loss of event participation privileges. This year, a handful of rodders just couldn't keep their throttle feet restrained, and when they arrived at the fairgrounds gate next morning they were greeted by officials with a list of offenders' license plate numbers. Results were the same, with registration stickers removed from the vehicle windshields. Without the stickers the car cannot go on the grounds. Humiliation is added by having the registrant's name appear in the NSRA publication.

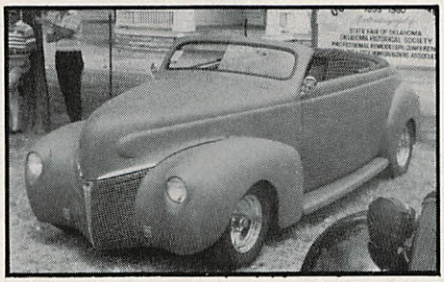
In addition to the requirement for a town that can have motel and camping accomodations for many thousands of visitors, the host city must also have a facility for the event itself. State fairgrounds prove ideal for something like a National rod run, and the Oklahoma Fairgrounds is no exception. Lots of good cruising streets, enough lawn and trees to handle those who want them, and good display buildings. As a guess, it is likely that the OK grounds could handle several thousand additional street rods.

A special Nationals attraction is set up just for the women, usually in the coolest building available. Interestingly, there are often many men in Women's World, drawn by such exhibits as this one featuring automotive art on old barnwood. Many exhibitors in Women's World indicate that their sales are very good year after year, thanks in large part to organizer Kathy Ashby from the Minnesota Street Rod Association.

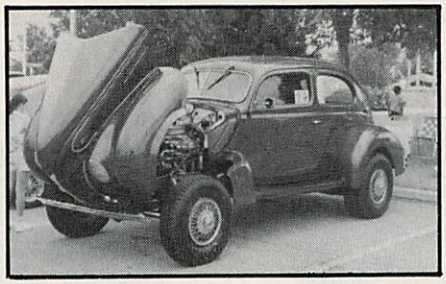
One lesson that the food industry quickly learns about a rod Nationals is that there never seems to be enough staff help. It appears that the restaurants around the motel strip did an excellent job this year, as did the food service vendors at the fairgrounds.

TRENDS

Watchers of the street rod hobby always utilize several barometers to determine the state of the hobby's health and to predict what direction the hobby will be taking during subsequent years. Almost universally, the annual Nationals is the major source of information for such announcements. Trends for years to come can be spotted very early on at the Nats. As an example, this year there were a number of pink cars, perhaps referring back to a time in the 1950s when pink was popular. Yellow was in direct competition with red as a color favorite. 1937 Fords were abundant, especially in the no-chrome attire. For the first time in memory, the MoPar products seemed to overwhelm Chevrolets by number. And the fat attack is in full force. Late model hot rods are most assuredly the street rod material for the next many years (late model meaning the cars from about 1935 through 1948). There is also the continuing swing to monster motors and the pro-street chassis look. This trend is tempered, however, by practicality, which may mean some real progress in creation of high performance products that can honestly be used on the street.



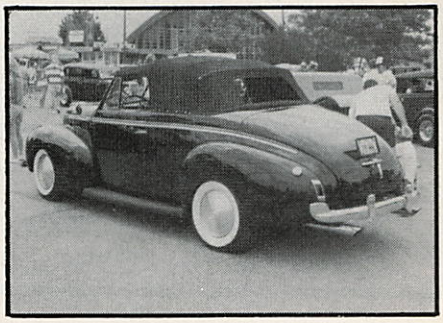
Eat your hearts out, custom fans, because Jerry Baker of Oklahoma City has beat you to the punch with this cutdown 1940 Mercury rag top. In primer, it was another flashback for folks who remembered when.



Well, you gotta believe someone. John Stanton of Amarillo, Texas loves the 4x4 route, so he combined it with rodding in his flip-front 1939 Ford two door. Yes, it gets plenty of attention.

The more traditional hot rods — coupes, sedans and roadsters of the pre-1935 era — seem to be dwindling as the major equipment. This is leading some experts to call such vehicles "hobby cars," meaning that the traditional street rod is becoming a second hot rod behind a larger later model — an interesting observation that certainly has the street rod equipment suppliers on the alert.

There is definitely a trend back to the traditional type of suspension for the earlier cars, and there is an almost panic rush in the 1935-48 crowd for front frame/suspension clips. There were enough full frame swaps at OK City to predict that this is also a trend. In this case, the full frame and suspension from something like a late model stocker is modified to fit beneath the older car body . . . instant everything



Some more yesteryear, this 1940 Mercury convertible with wide whites and Moon discs courtesy Ed Bice of Houston, Texas. Peeking out from under rear bumper are pair of echo can exhaust tips, once all the rage in custom circles.

HIGHLIGHTS FROM NATIONALS PAST

There was a time when cruising the motels was really the big thing to do at the Nationals, much more important than cruising one of the town's main drags.

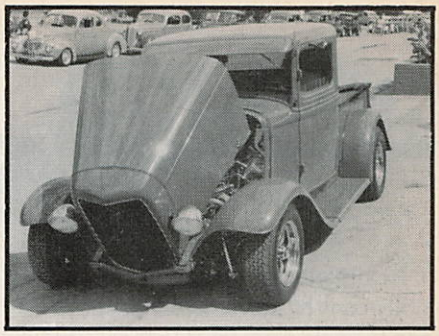
Anyway, first year at St. Paul, the headquarters hotel was the Raddison, which was about as swank a place as you could get in Minneapolis. Same night as our crowd got big, they had a special high dress reception at the hotel for something. Result was that we had a parking lot full to overflowing with spectators in formal attire mixed liberally with street rodders in informal attire.

This was a time when streaking was something to do, and we had a couple of our own. Specifically, there was a panel that drove through the crowd, and about midway through, the rear door flew open to reveal the moon-shot of a naked male body. The crowd roared with approval, and at almost the same instant the driver let out the clutch to move ahead. This movement rather unceremoniously dumped the streaker right out in the lot. To which the crowd really roared approval. The embarrassed (literally) streaker was last seen trying to regain composure (and the sanctity of a panel truck).

—Tex Smith

A very slick and snakey looking 1933 coupe comes from Morrison, Colorado care of Jim Hendrick. Great wheel/tire combo and top chop present an excellent rake, all the chrome has been painted.

Somewhat deceptive is the four-piece, one-piece flip front on Charles Nash's 1934 Ford pickup from Paris, Tennessee. The headlights bolt to sides of grille shell to make the idea work.

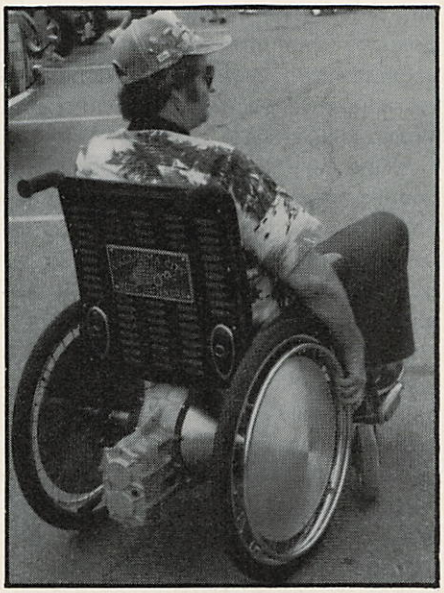


'86 Nationals

for maximum road handling and comfort. There is a controversy raging as to which is best, clip or full frame, but this is a question that only time will solve.

The smooth look was everywhere at Oklahoma City (along with the aforementioned red and yellow paint), but the general comment was that it may be a trend of overkill. Most everyone agreed that only certain cars seem to take maximum advantage of the smooth look. The 1937 Fords were premium examples of how effective this technique can be, and there were lots of rodders heading home to salvage the once ugly duckling of hot rodding. 1939 and later Chevrolets also appeared in smooth numbers, some very nice, others were a bit iffy.

The Duval V windshield, diamond plate firewall, and cabinet-knob grill mark this nostalgia roadster as a sure product of the 1950s-1960s era.



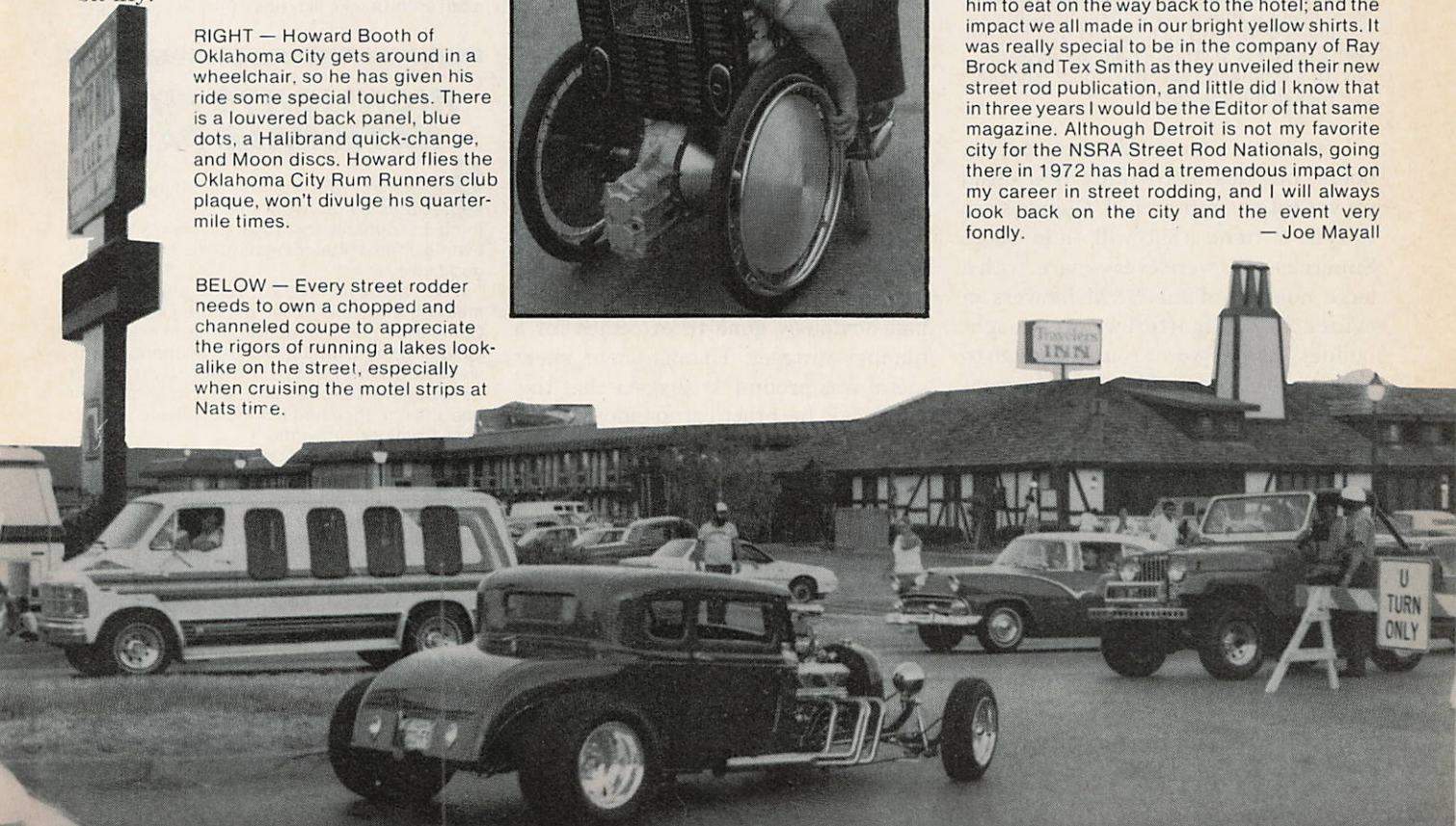
RIGHT — Howard Booth of Oklahoma City gets around in a wheelchair, so he has given his ride some special touches. There is a louvered back panel, blue dots, a Halibrand quick-change, and Moon discs. Howard flies the Oklahoma City Rum Runners club plaque, won't divulge his quarter-mile times.

BELOW — Every street rodder needs to own a chopped and channeled coupe to appreciate the rigors of running a lakes look-alike on the street, especially when cruising the motel strips at Nats time.

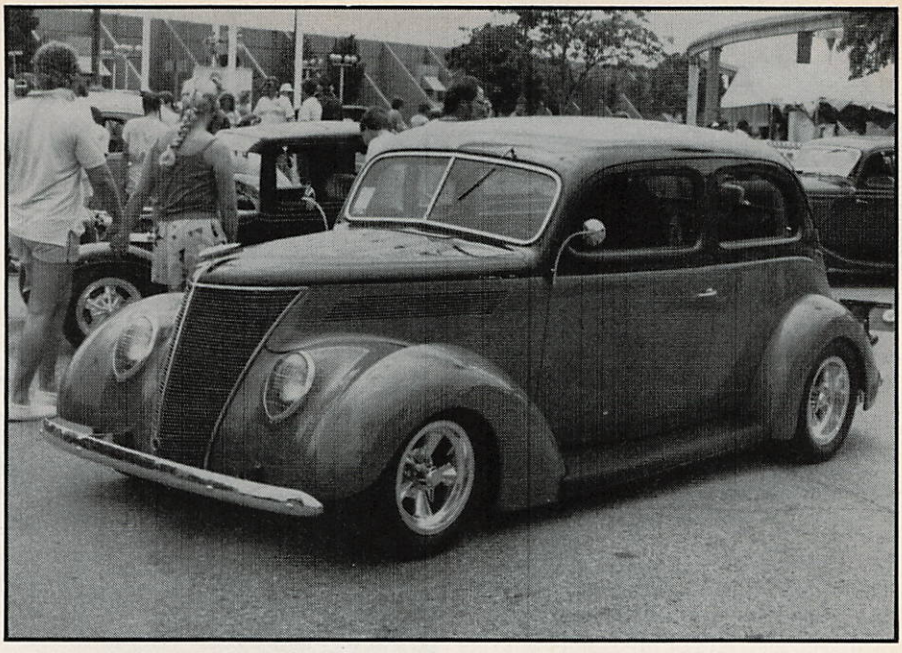
HIGHLIGHTS FROM NATIONALS PAST

My most memorable Nats was, naturally, the first one I went to: The 3rd Annual (1972) in Detroit. A lot of things factored in . . . the trip was my first on a commercial aircraft; I was there representing a magazine which was introduced at the event; and I remember getting acquainted with Dick Mendonca who became a close friend. Dick passed away unexpectedly a few years later, and I always think of the Detroit Nats and him whenever I am reminded of either of them. A lot of things come to mind about this Nats, but the highlights for me were seeing 1500 street rods in one place at one time; eating some spiked watermelon served up out of Andy Brizio's street rod trailer in the parking lot of the headquarters hotel one evening; trying to photograph cars for features with a sea of poles and wires in the background; Brian Brennan's regular late night trips to Bob's where, after eating a full meal, he took a burger and malt with him to eat on the way back to the hotel; and the impact we all made in our bright yellow shirts. It was really special to be in the company of Ray Brock and Tex Smith as they unveiled their new street rod publication, and little did I know that in three years I would be the Editor of that same magazine. Although Detroit is not my favorite city for the NSRA Street Rod Nationals, going there in 1972 has had a tremendous impact on my career in street rodding, and I will always look back on the city and the event very fondly.

— Joe Mayall



RODDER '86



The Fat Attack is in full force at street rodding events nationwide, the 1937 Ford is showing the way. When this car is put in the weeds, it is hard to beat in any form. This non-chopped version was especially refreshing.

Really pleasant were the numbers of Willys on the street. A lot of these cars had the wild pro-street look, an obvious reference to other days when the Willys gassers ruled the drag strips. These cars looked so good in street/race trim that it is almost a foregone conclusion that a huge number of clones will be at Columbus next year. Ohio is the land of the gasser, anyway.

Ken Fenical (Posie's) had his new 1934 Ford sedan on the road, and he had one feature that is sure to catch on. Ken ran the hood top clear back to the windshield area. In this way, he could curve the hood and shield. In this gap work the hidden windshield wipers, ala a modern car. Slick, and the copies will abound once a feature of this car hits the magazines.

Jim Collins cruised in from Redding, California in major league style with his Lincoln Continental. To demonstrate just how low the Ford product is at stock height, he parked next to a weedeater Buick two door, and the pair rocked the spectators.

Lots of cars featured front opening doors, but this is a feature that often proves totally impractical. Chances are this is a trend that will fade soon. Superchargers were everywhere, with a large number of the B&M blowers in evidence. A smattering of "coachbuilder" bodies were around, enough to show that the rod builder is now branching out into some ground previously untouched. Here, the car body may be modified way beyond the original, as in a phaeton made from a sedan, a roadster from a coupe, a slide-roof from anything, etc. Rod building expertise being what it is, we would think that a very great number of special bodies "one-offs" will appear in the next few years.

Hidden headlights are a most apparent trend. Sometimes the effect is very good, sometimes it can be detrimental. One car that looked very good with hidden flip-up lights was a 1940 or so Buick. Our friend, Carl Brunson, pointed out that he had seen a lot of lights positioned behind grilles, but that experiments have shown such lighting is extremely reduced by this location. Worth looking into.

While the paint is getting bolder, the graphics seem to be getting more subtle, and from most overheard comments. better. Paint finishes are improving by quantum leaps, thanks mostly to the imported paints from Germany (which are forcing American paint manufacturers into a hurry-up catch-up). Interestingly, we noted only one pink primered car, a finish that once held sway with the 1950s custom crowd.

Not a lot of newness in the wheel/tire area, but being in-the-weeds is most definitely in. So in, that some rodders had obviously gone to extremes for a bumper dragger. Enough bent sheet metal was around to suggest that this might not be practical for most of the nation's roads. Ultimate driveability of the car is going to temper where this trend will end up.

With the abundance of fat fenders, there was bound to be some customizing tricks around. Things like frenched head and taillights were common, along with sunken license plates, peaked hoods, shaved handles . . . lots of stuff from the rodding past as well as some great new ideas for the future.

When better cars are built, street rodders will start with Buicks like this 1940 Buick coupe.

HIGHLIGHTS FROM NATIONALS PAST

Sometimes, you wonder if anyone really appreciates all the work that goes into something as difficult to stage as the street rod events, then a little thing happens and you feel good all over.

It was at the first Nats in Tulsa, and I was in a meeting after the event with the Chamber of Commerce and a bunch of influential people, including the Director of the Oklahoma Highway Patrol. The Tulsa people were trying to get us to put the Nationals in Tulsa on a permanent basis (since they had just enjoyed such a success from our convention).

The HP Director turned to me and said, "Mr. Wells, you have just had I don't know how many thousands of people at the fairgrounds, and I don't know how many thousands of people driving around the streets of a rather large community. In all of this, over several days' time, we have not had one single report of even a minor incident involving your people. Tell me, Mr. Wells, just how you do it?"

It was an extremely favorable comment for everyone in the hobby. And I really couldn't tell him how "we do it," because it just happens.

— Dick Wells

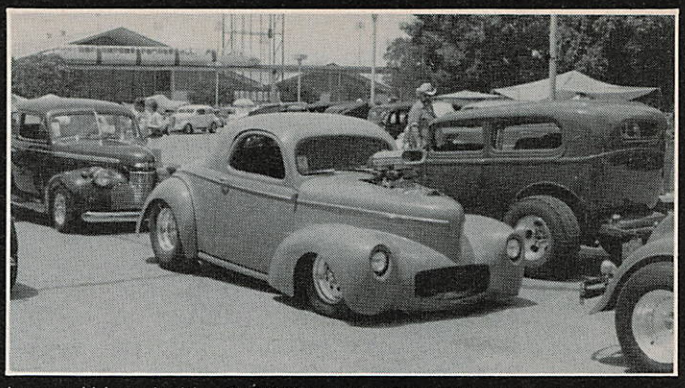
Very close inspection shows that a lot of

RODDER '86

Some street rods just naturally give you the . . .

WILLYS

Street rodding history has never been overwhelmed with the name Willys, but drag racing certainly has. Now, with the new Pro-Street look, the Willys has come charging back from the hot rodding graveyard to plunge full throttle into the street scene.



Low and blown is this 1940 Willys coupe from Watertown, South Dakota, the property of Ted and Kay Moe. Contrast this style with the front-up look common to the drag cars.

Robert Inman of Arlington, Tennessee, isn't afraid to air out the stock ponies in his 1933 coupe.

Shades of the Ohio Gasser days in drag racing, as a bevy of Willys in race stance line up to show folks how it is done. The flamed '39 is owned by Jerry West, the Forty is owned by Chuck Coner, and the shaker hood draws attention to Mike Fogerson's ride. All three hail from Joplin, Missouri.

Just about everything radical and pro-street is evidenced by Doug Granschow's 1933 coupe from Montrose, Michigan.

Looking sedately stock is this 1940 Willys driven in from Houston, Texas, by Mike Stachoiak.

Really, it's a Willys, too. This is a Jeepster, however, driven by Roger Armitage of Las Cruces, New Mexico.

RODDER '86

HIGHLIGHTS FROM NATIONALS PAST

We were all standing around the parking lot at one of the first Nationals when some yo-yo in his door slammer backed into Vern Walker's Model T sedan. The fender was bent, and we all crowded around.

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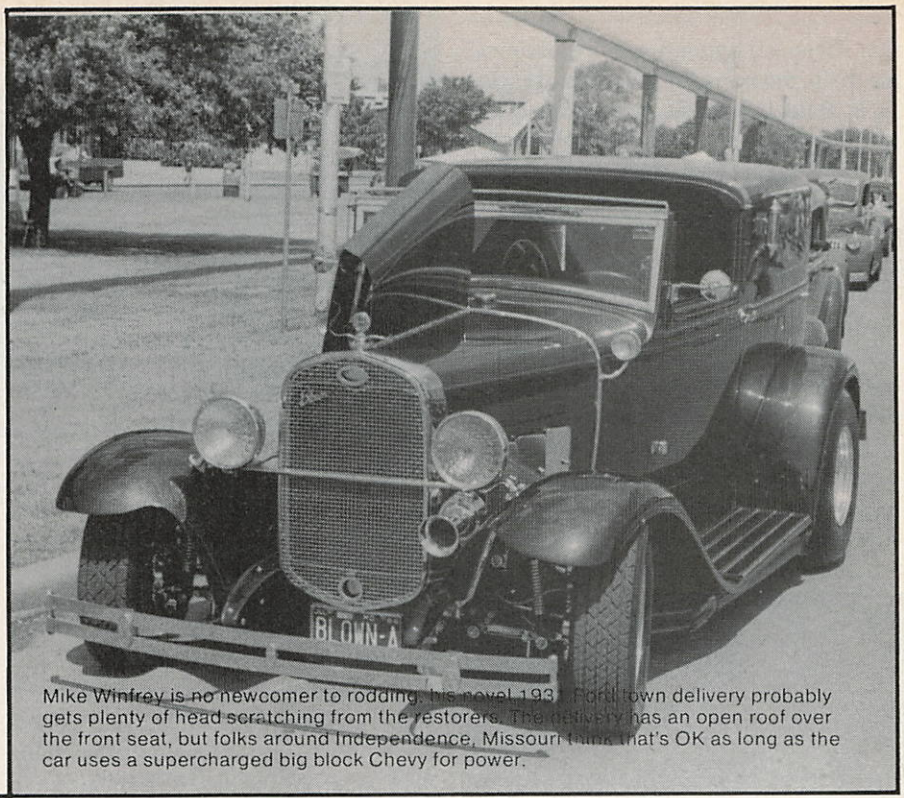
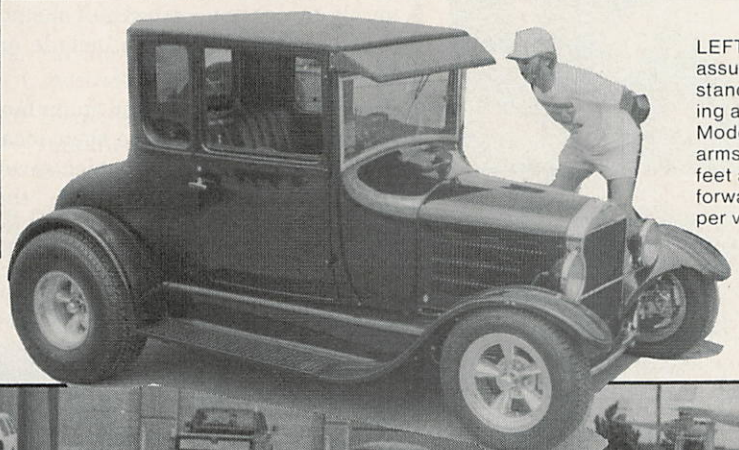
After he left, Vern kind of grinned and said, "I got another new one at home, ready to bolt on!" — Tom Medley

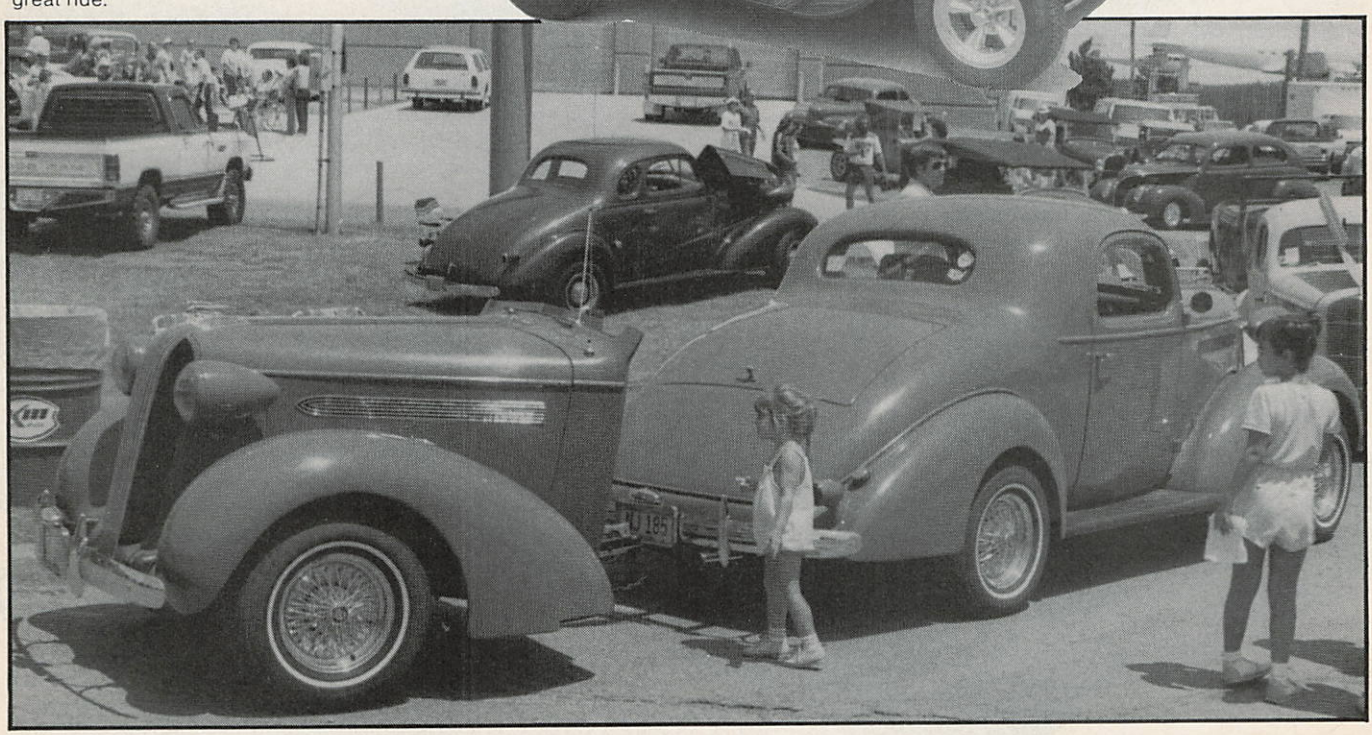


Mike Winfrey is no newcomer to rodding. his novel 1931 Ford town delivery probably gets plenty of head scratching from the restorers. The delivery has an open roof over the front seat, but folks around Independence, Missouri think that's OK as long as the car uses a supercharged big block Chevy for power.

Atlanta, Georgia is the home base for this 1934 Buick four door driven by George Hair. The resto look has been very carefully tailored by George, the car just has to be a great ride.



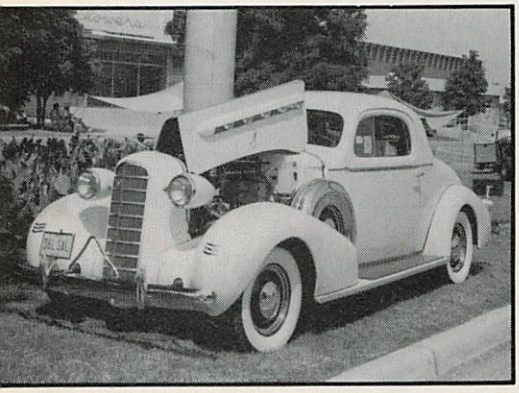
LEFT — Spectator assumes the correct stance when viewing a phone booth Model T coupe . . . arms behind back, feet apart, leaning forward to get proper view of interior.



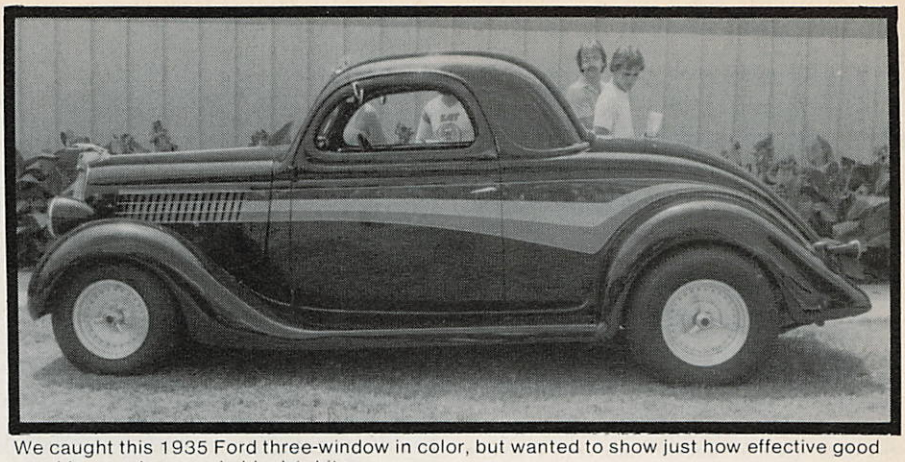
Nelson Jones of Cahokia, Illinois doesn't need to know whether he is coming or going, since his 1936 Pontiac coupe hauls a similar trailer.

Very close inspection shows that a lot of this advanced appearance is quite simple to do, meaning the home builder can do it. Fold and staple has replaced the sewing machine in many instances.

While engine and chassis detailing is continuing to improve, it is the paint that is most dramatic. Street rodders are definitely in the vanguard when it comes to exterior finish, particularly in the use of the new finishes that require special preparations right down to the bare metal/fiberglass. Unfortunately, this is a place where the home builder is going to need help, since so much of the new paint includes products that are highly toxic (requiring special spraying safety equipment).



The stocker crowd would be mighty surprised by John Rogers' 1936 LaSalle coupe out of Cincinnati, Ohio.

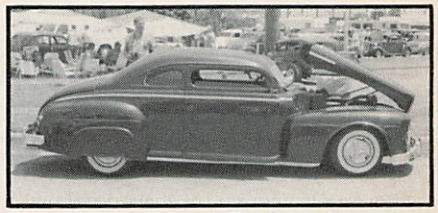


We caught this 1935 Ford three-window in color, but wanted to show just how effective good graphics can be even in black/white.

THE COMMERCIAL EXHIBITS

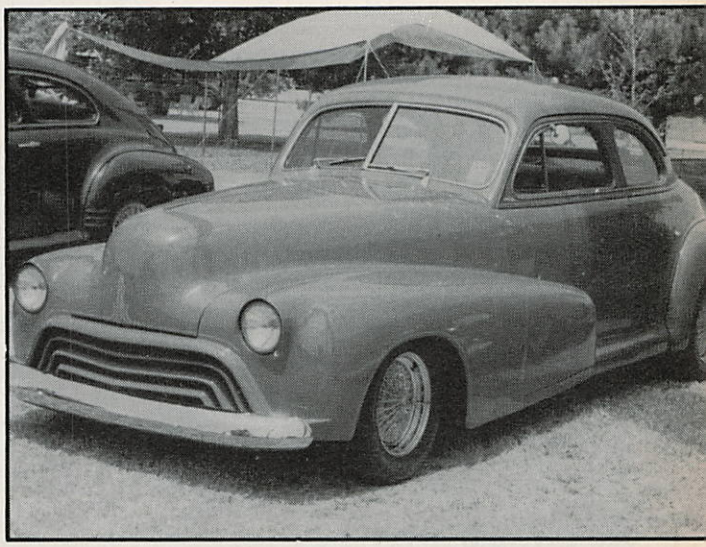
If there is one single thing that sets a modern Street Rod Nationals apart from the "early days," it would be the tremendous increase in the equipment industry that now services the hobby. Where the first Nationals had not a single commercial display, the 1986 event was marked by two huge exposition buildings and a connecting open-air exhibition area. There were well over 100 commercial exhibits, resulting in a time situation that taxes the abilities of any rodder to see it all. Simply put, to really see all of the commercial displays, the visitor must plan on using at least one full day. Since the products and services on display are such a vital part of the hobby, no one wants to miss them. And, since this aspect of the Nationals is surely to continue growth, it means that the visitor is going to include an additional day for his visit.

Some of the equipment manufacturers are beginning to use their local outlets for show purposes, which saves a bundle of expense. This way, the manufacturer has a display manned by a local sales outlet, and he only has to fly in a couple of key personnel from the factory. Just another signal that the hobby is growing. Behind the scenes, however, there are some signals that indicate some of the shops may be overextending, which the experts say is expected. Predictions are for a shakeout in the equipment industry this coming year.



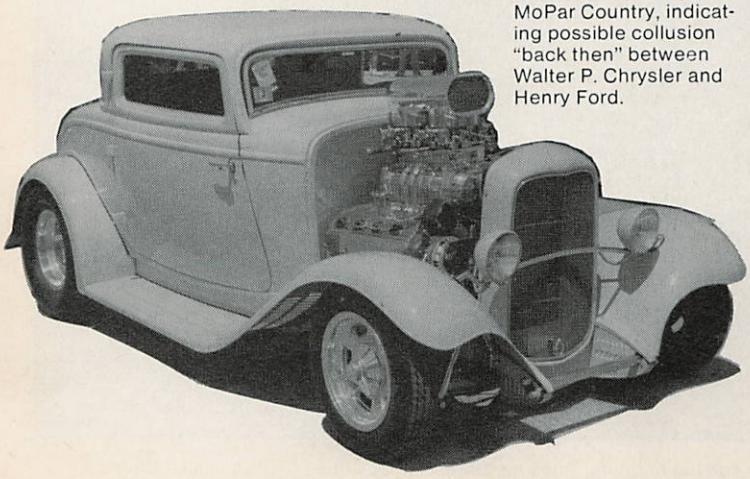
Hmmm, custom or rod. The front down rake belies the heavy radical nature of Darin Pagliai's 1946 Mercury.

An observation from this writer is that a visitor would find it worthwhile to attend the Street Rod Nationals for nothing more than seeing the commercial exhibits.



RIGHT — We had trouble rounding up info on this beauty, but it looks to be a 40s era Oldsmobile, with painted grille bars, frenched headlights, smoothed handles, filled hood, and chrome slimline bumper. The end result is a great modern custom/rod.

BELOW — Jack Bliss' blown hemi 1932 Ford 3-window showed up in MoPar Country, indicating possible collusion "back then" between Walter P. Chrysler and Henry Ford.



'86 Nationals

RODDER '86

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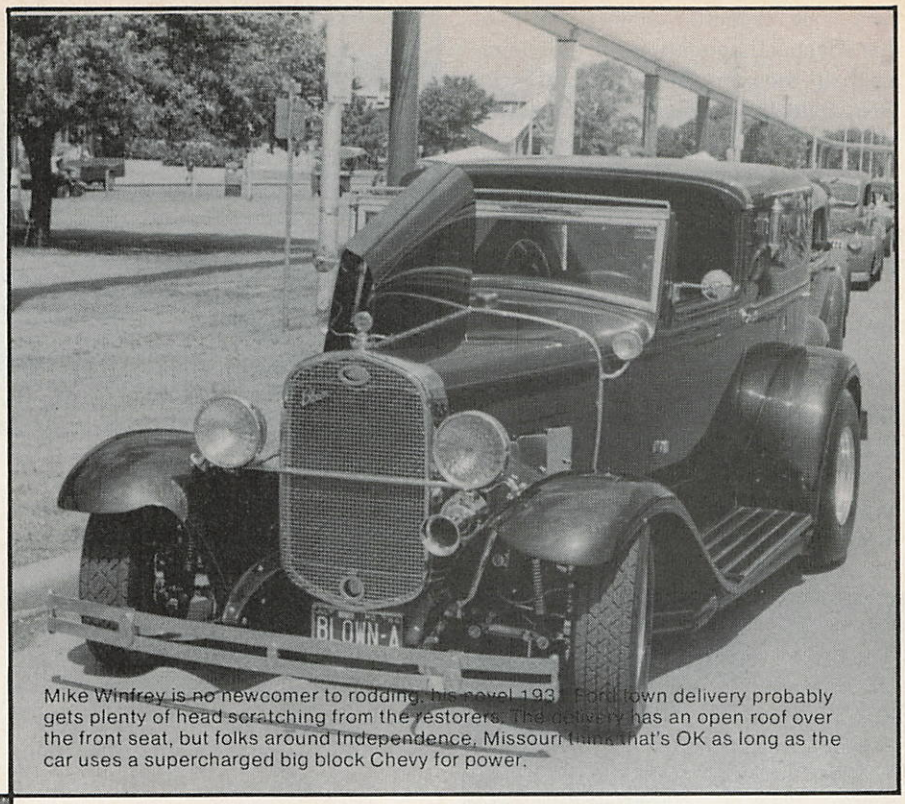

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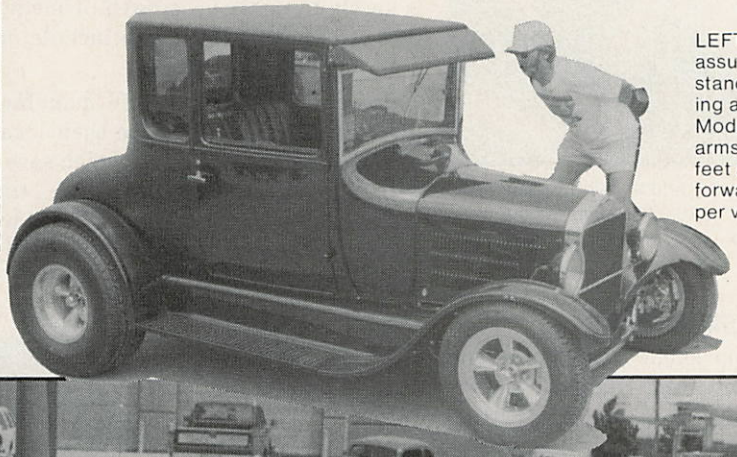

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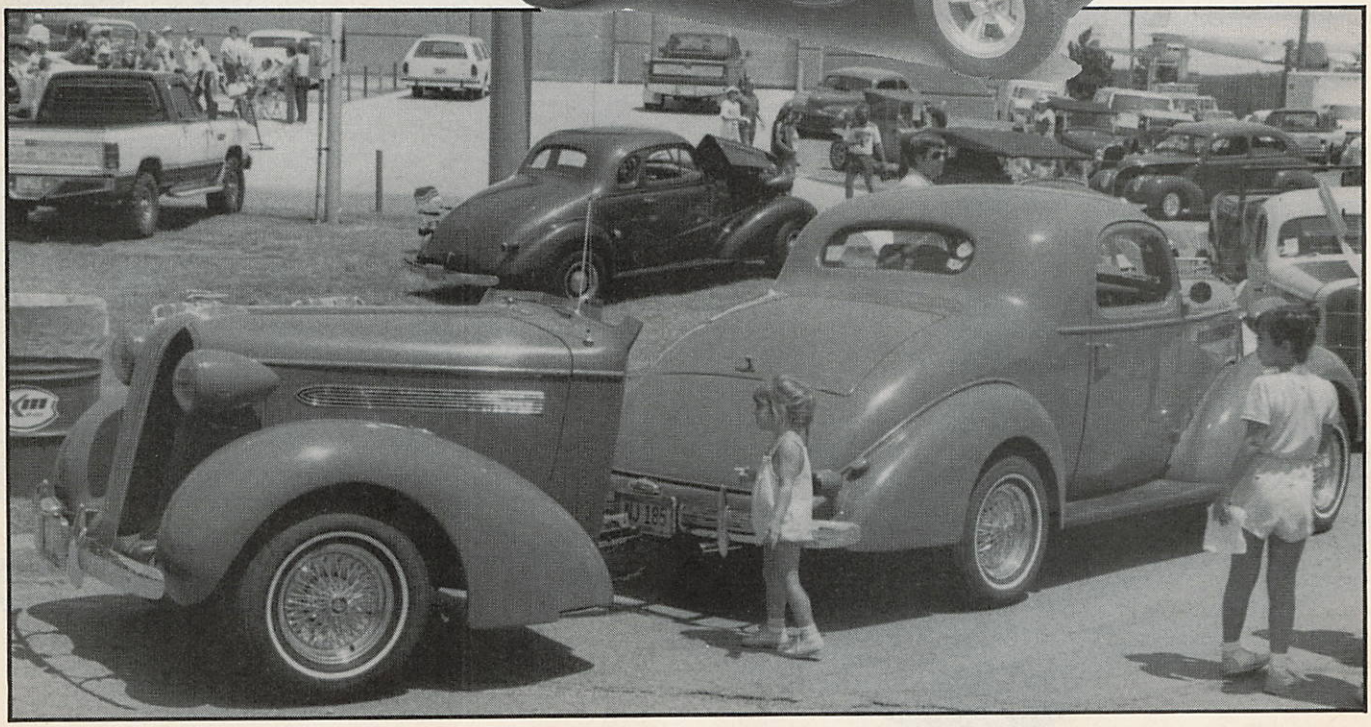

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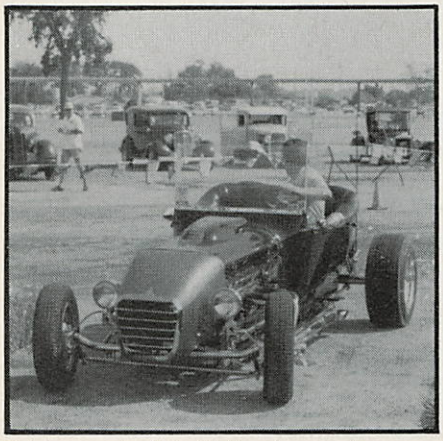
LOW KEY SWAP

The size and variety of the Nationals swap meet seems to be in direct proportion to the geographic location of the event. If the Nats are held in a heavy population of swap vendors then the swap meet will be big, etc. At Oklahoma City the swap area was modest, but it did provide a kind of diversion from the veritable sea of finished cars.

With most of the Nationals visitors coming long distances, usually in vehicles with no spare room to carry parts home, it is not likely the swap will ever approach anything the size of Hershey or Pomona.

DRIVING EVENTS

Driving events and participant games are on the decline at the Nationals. This may be ascribed to the increasing number of larger cars, or the more high-tech car (which translates into a car less likely to be utilized for driving events),



Driving events at the Nationals are not as popular as they once were, leading to speculation that they may be discontinued altogether. For those who do participate, however, things such as the Streetkhana continue to tax both driving ability and vehicle handling for maximum fun.

or it may simply be a lack of interest by the participant. Event watchers are suggesting that this hands-on aspect of the Nationals will disappear, giving way to more and more emphasis on just looking at the cars and visiting the commercial displays.

SPECIAL INTEREST EVENTS

Specific interest areas are very much on the increase at the Nationals, due essentially to the participation of major commercial suppliers in the Nationals. This year the Buick Switch-On was much larger than before, as was MoPar Country and the new B&M Supercharger conclave. The Under 21 gathering was outstanding, with the atten-

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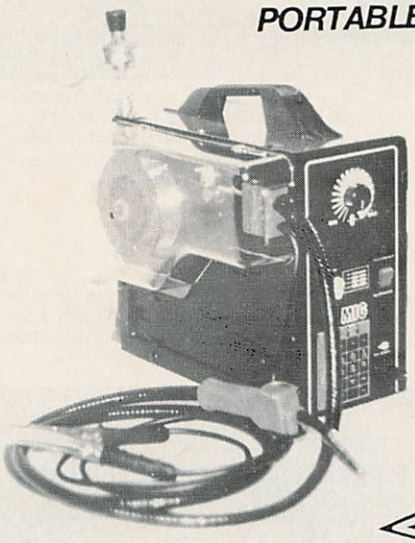

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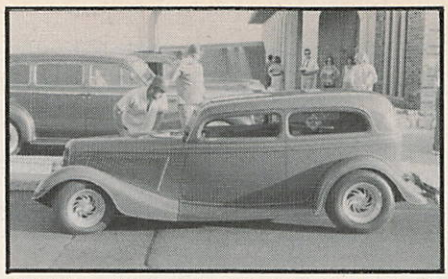
dant equipment about as diverse as can be imagined. Again, the railbirds are predicting that this increase in specialty recognition will lead to a whole raft of events-within-events. It is a very interesting deviation, for sure, and it does tend to focus attention on a specific group of cars and people that might otherwise be lost in the crowd.

The annual Women's World exhibition is, in a way, one of the special interest affairs (although it is full of commercial exhibits). Early on, NSRA tried some special tours for the participant ladies, but this never seemed to gain great popularity. *Continued from page 38*

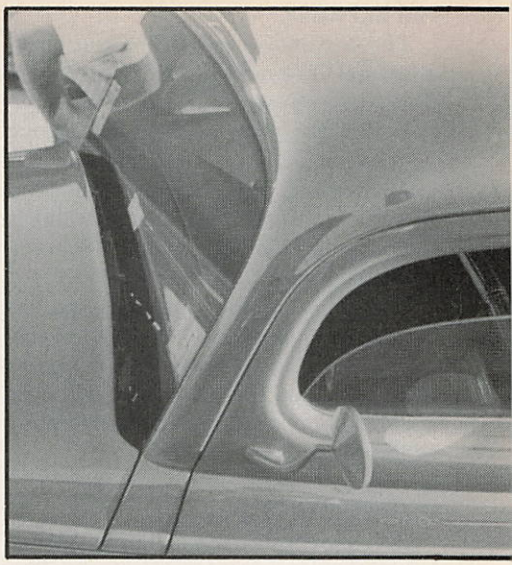
HIGHLIGHTS FROM NATIONALS PAST

Deadlines and schedules being as they are, anytime one of us on a magazine staff gets to drive a street rod to the Street Rod Nationals, it is memorable, but the one that stands out is the '82 Nats in St. Paul. This was the first year for the Nats Cruiz-In which we put together here at StreetScene, and although there was only a hint or two that it would work before I actually got in the car and headed out, it was a great success. For our part, all we did was pick a route and the stop-over cities and motels along the way, and contact clubs in those cities to host some type of get-together. Due to a personal matter, I left a bit ahead of schedule and didn't join the Cruiz-In until the third stop — in Cheyenne, Wyoming — but that was the theme anyway; anyone could join in wherever they could. By the time the group reached Cheyenne it had grown to about 100 cars, and even more joined in the next day before we stopped at Lincoln, Nebraska. The motel in Cheyenne was Little America, and the Cheyenne Rods & Customs put on a great parking lot party with cold drinks and hot dogs, and everyone had a great time swapping stories about the day's drive well into the evening hours. The next morning we headed for Lincoln with a slight side trip to Gibbons Fiberglass, and in Lincoln Speedway Motors hosted a great open house, with a super feed their parking lot. The following day we drove on into the Twin Cities. As we neared the Cities, a Minnesota Highway Patrol car coming from the opposite direction suddenly dropped into the median, made a "U" turn, and pulled up beside me. The driver asked if I was Joe Mayall which I affirmed, and then he told me to follow him to the official reception. (That isn't what my traveling companions thought was going to happen!). MSRA and Silver Bell Auto Parts had a super reception in Eagen for all of the Cruiz-In participants, with live news coverage and a Welcome from the Mayor. I can't say the Cruiz-In was as good as the Nats that year . . . but. darn near.

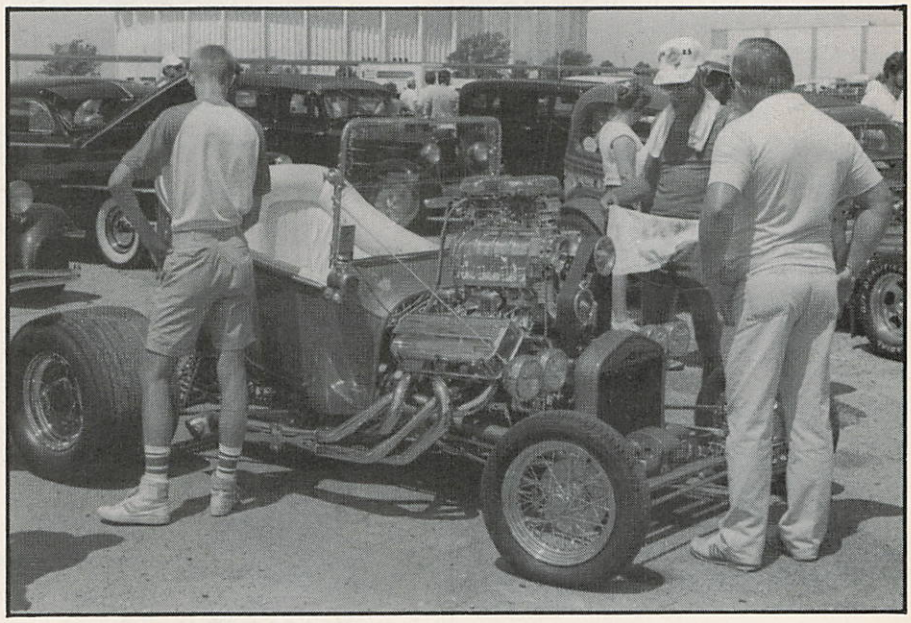
— Joe Mayall



ABOVE — What we have here is Ken Fenical's (Posie's) latest creation, a 1933 Ford twice door with forward slant top chop. Ken has gained fame for his unusually clean rods, this one continues the tradition.

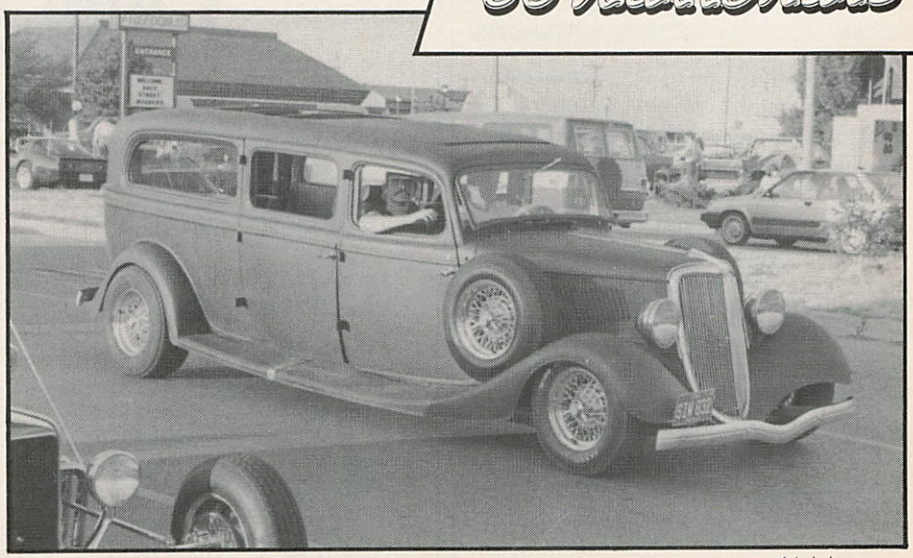


RIGHT — Part of Fenical's Ford better ideas is the hidden windshield wiper trick, done by dropping cowl, running hood nearly to the windshield.



You say you want blower and big motor? We have just the thing in the form of Randy Holsmueller's 1923 T roadster out of Houston, Texas. Snake-pit exhaust and dual headlights further accentuate the unique.

'86 Nationals



Heyyy, what you do is you mate a 1934 Ford two door with a four door, then you add deluxe fender mounted spares and you have the ultimate after-nats cruiser.

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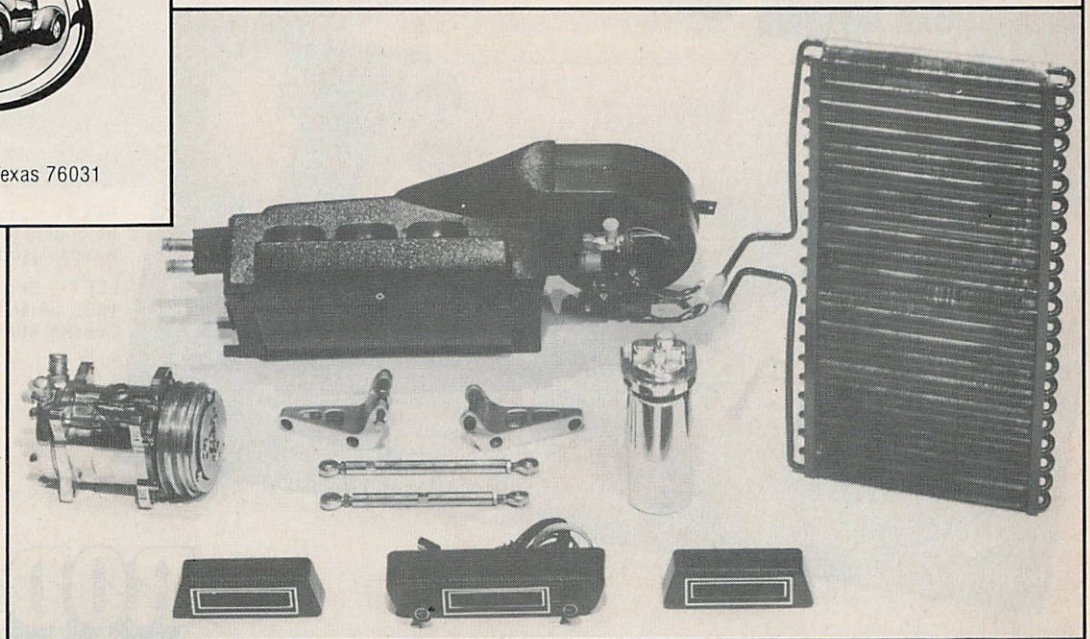

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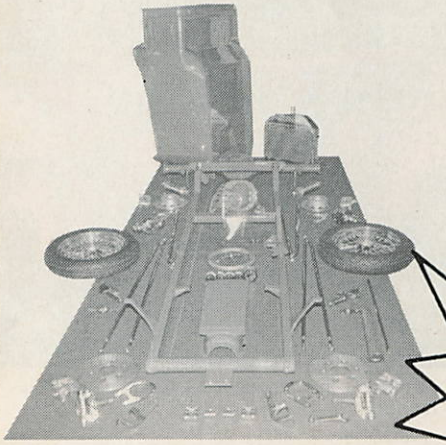

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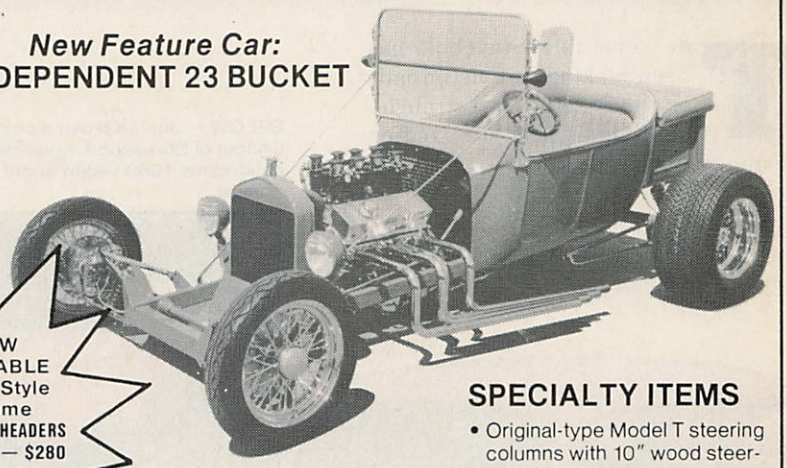

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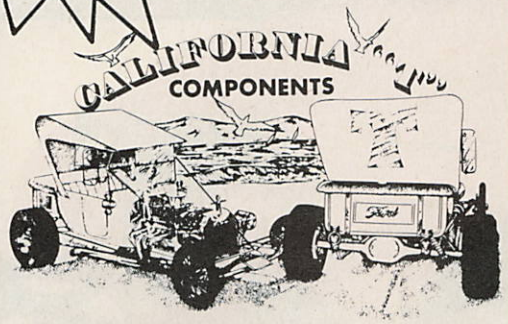

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ABOVE — 1937 Chevy sedan delivery belonging to Dean Hurley of Augusta, Kansas used a subdued color to good effect

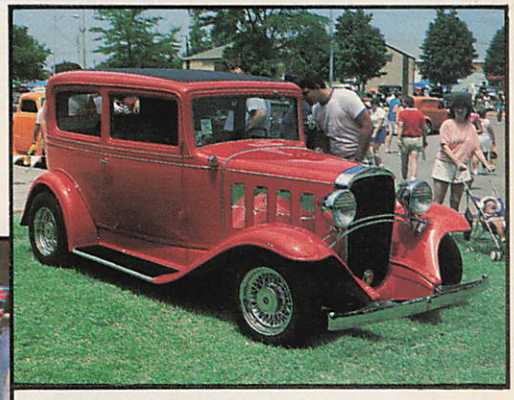
LEFT — Bright yellow again, this time on the 1938 sedan owned by Bailey Jannsen out of Chaska, Minnesota.

RODDER '86

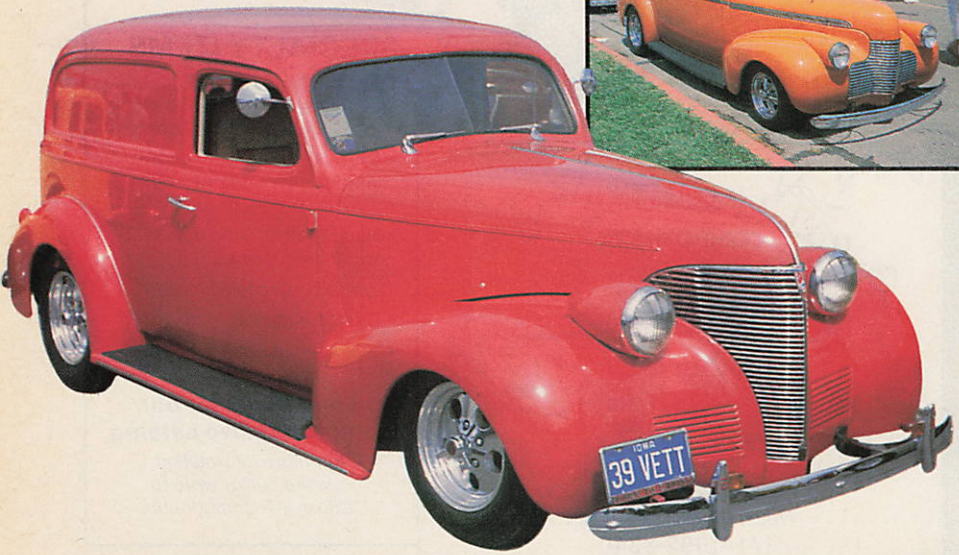
CHEVROLET

The venerable Stovebolt has been making serious inroads on the Ford hot rod stranglehold, and these are exciting examples of the success.

BELOW — Just to prove a point, Ed Chopin of Shreveport, Louisiana painted his 1940 sedan bright orange.



All the way from Fayetteville, Georgia came Otis Newberry with a fine 1932.



Steve Schmid of Agency, Iowa owns a great 1939 Chevy sedan delivery.

Dade Inman of Storm Lake, Iowa chose the color green to help set his 1935 three window apart from the crowd.

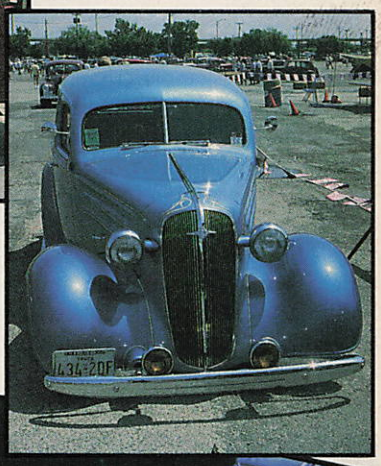
Out of Omaha, Nebraska drives John Nolan aboard a gorgeous 1932 Chevy sedan. This car has been given the smooth look and it has responded very well.

ABOVE — Great 1942 flatbed comes from Liberty, Missouri and belongs to Clyde Woodson.

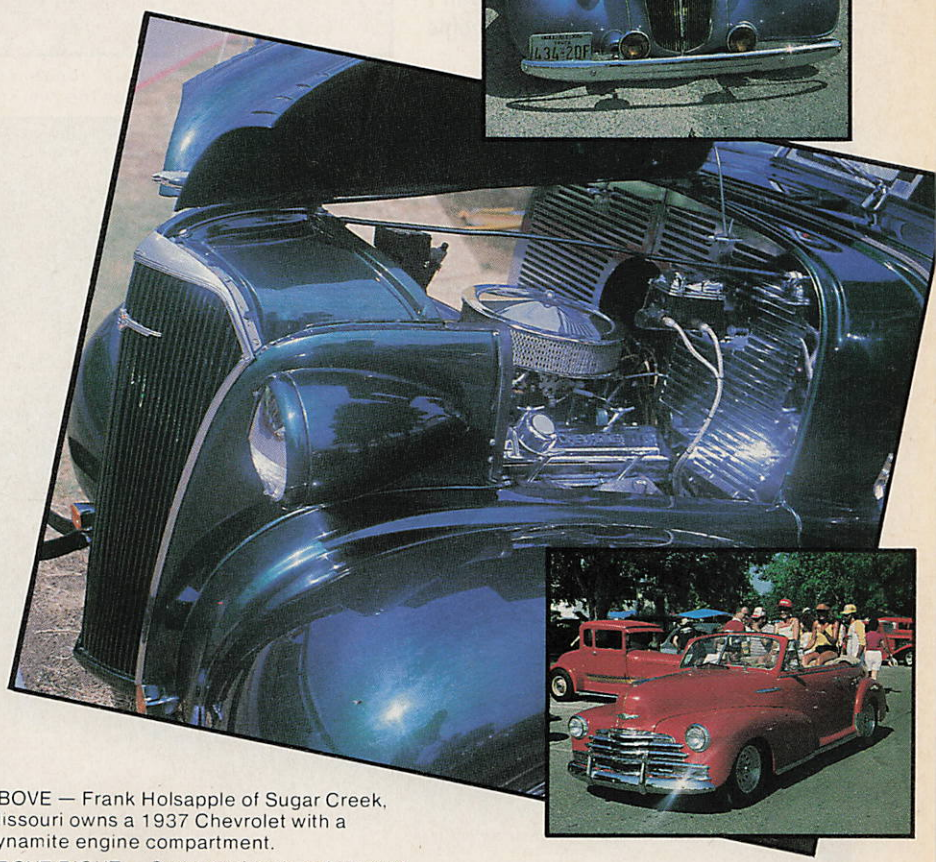
BELOW — Sweet music from the Denny and Donna Evans 1936 Chevy out of Humble, Texas.

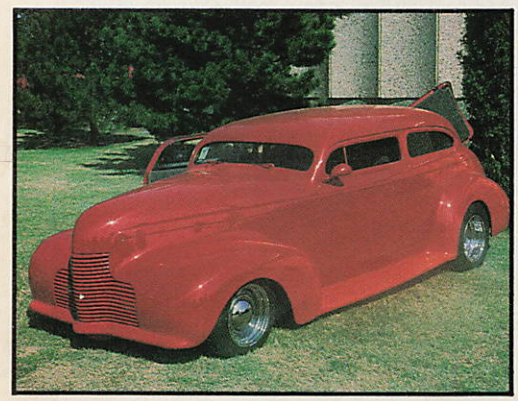
One very rare piece is this 1931 Chevrolet roadster used by Frank Salerno out of Pittston, PA.

Apple Valley, Minnestoa, and Dave Bog are proud of their 1939 sedan.



Sioux Falls, South Dakota, gets to see plenty of James Keyman's 1935 two door.





Ooooh! How else to describe Judy Tenney's slinko 1940 sedan out of Bloomington, Minnesota. Cut top and trick doors/deck are icing.

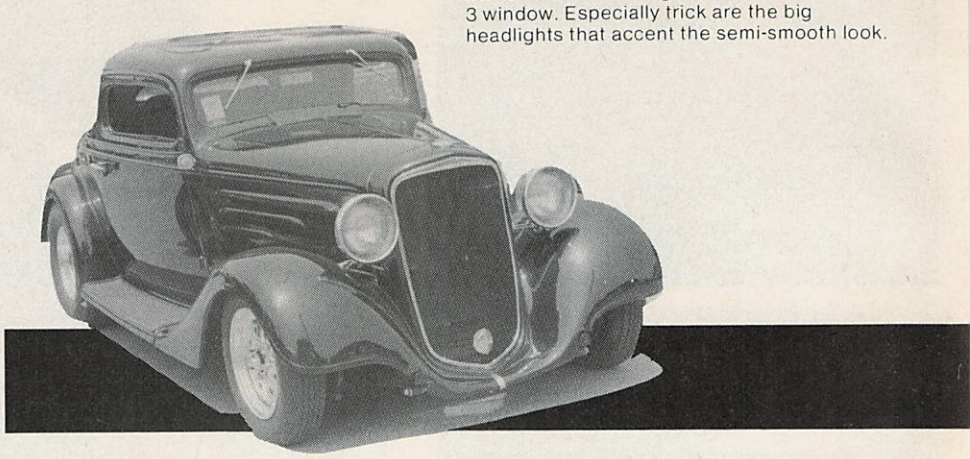
ABOVE — Frank Holsapple of Sugar Creek, Missouri owns a 1937 Chevrolet with a dynamite engine compartment.

ABOVE RIGHT — Super cruiser is only way to define the 1947 ragtop that Larry Hurst of Moulton, Alabama brought to Oklahoma City.

CHEVY RODDER '86

Continued on page 38

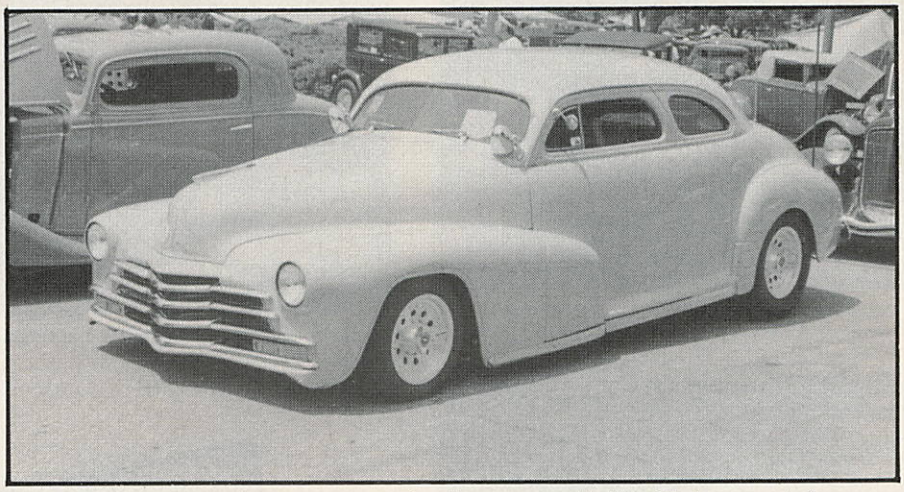
West Chester, Pennsylvania, is hometown for David Thomas and a great chopped 1935 Chevy 3 window. Especially trick are the big headlights that accent the semi-smooth look.



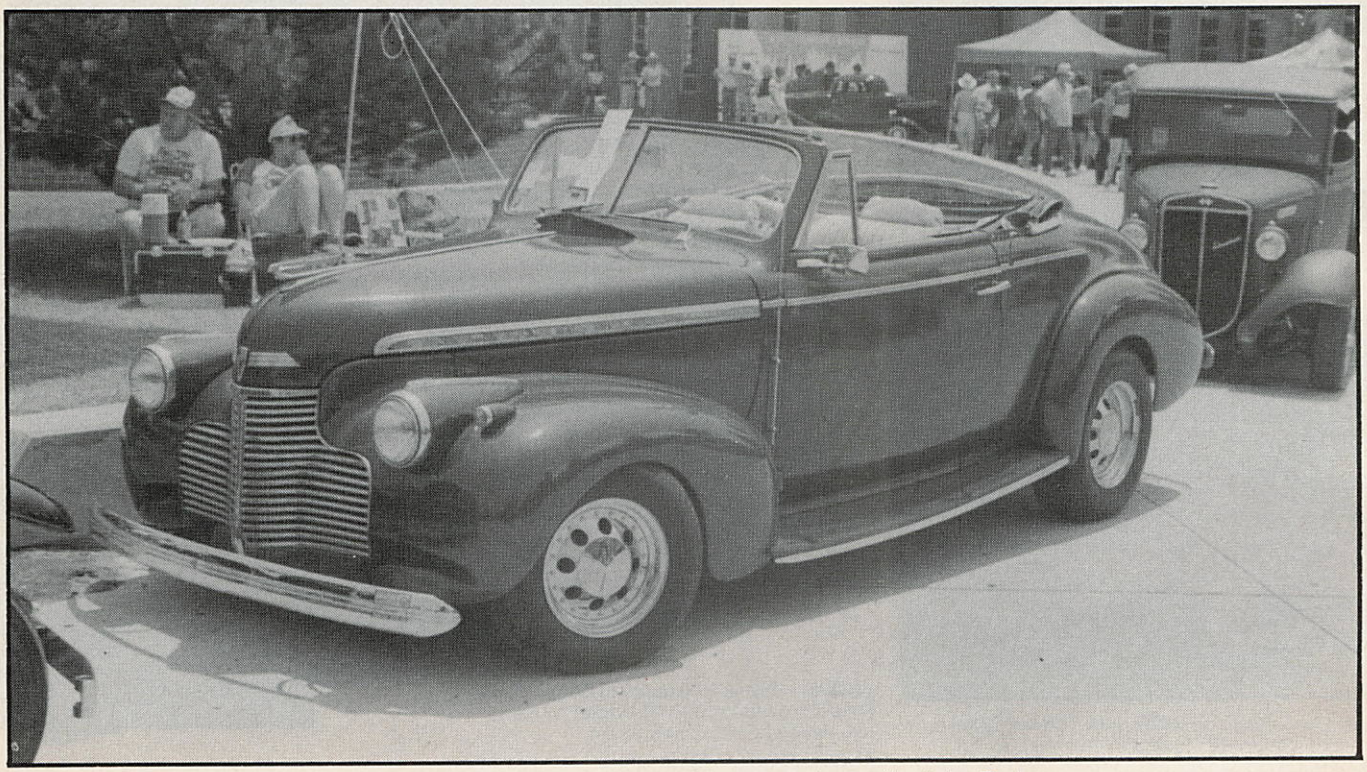
Several years ago, Kathy Ashby of the Minnesota Street Rod Association suggested putting together a special exhibit area at the St. Paul Nationals, a place that would appeal to the women. The idea has been very well received. This year, the model car exhibition was included in the same Women's World building, and there was still considerable vacant room, a plus factor for visitors seeking an escape from the outside heat.

THE OKLAHOMA STATE FAIRGROUNDS

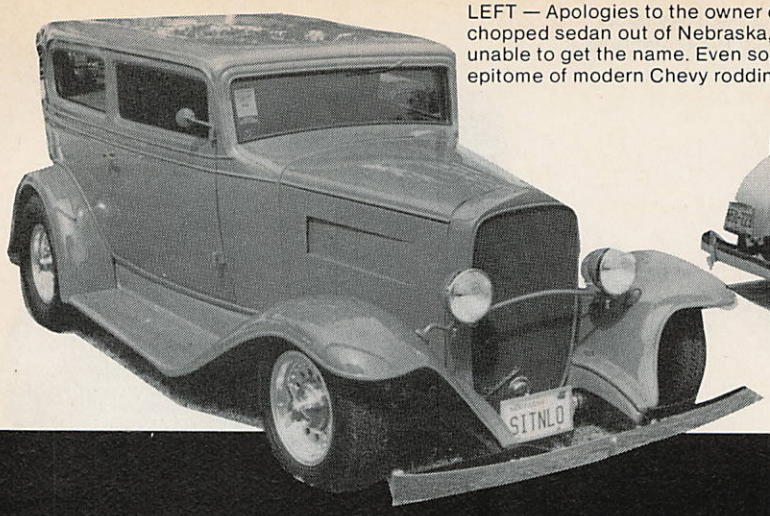
As a site for such a huge gathering of cars and people, the Oklahoma State Fairgrounds is more than adequate. The only major complaint is about uncooperative weather, with the daytime temperatures during late July and early August likely to be anywhere from cool to extremely hot. This year, it was very hot, over 100 degrees at some times. While the commercial display buildings were air conditioned, it didn't take long for the huge throngs of people to overwhelm the system.



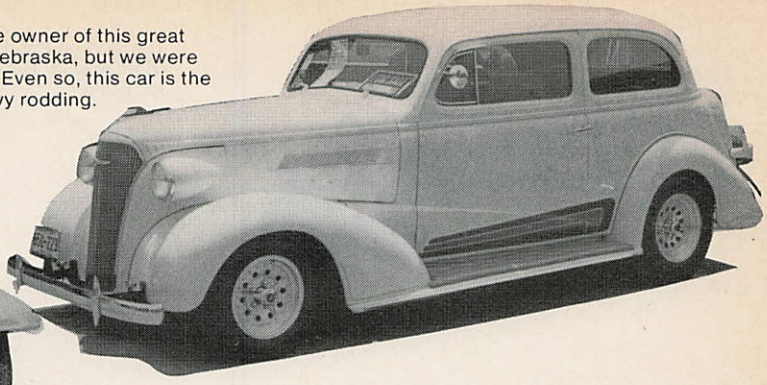
Low down 1948 chopped coupe runs sans front bumper, was built by Mr. Ingram out of Minneapolis, Minnesota. Catch the twin spots.



Another rare convert, this one a "Teeter-built" 1940 model out of Moore, Oklahoma and owned by Arden Teeter.



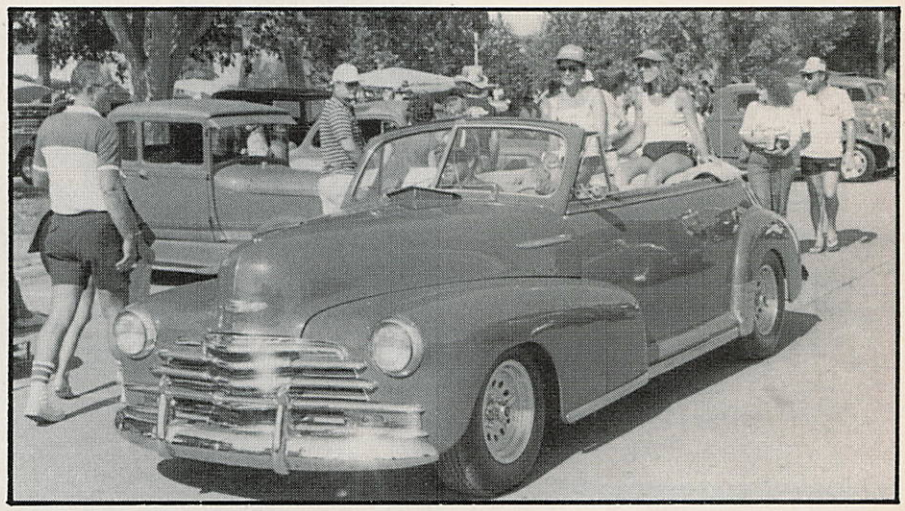
LEFT — Apologies to the owner of this great chopped sedan out of Nebraska, but we were unable to get the name. Even so, this car is the epitome of modern Chevy rodding.



ABOVE — Out of St. Paul, Minnesota, is this very nice 1938 two door run by Paul Thurg. The minimal graphics at the door bottoms give maxi effect.

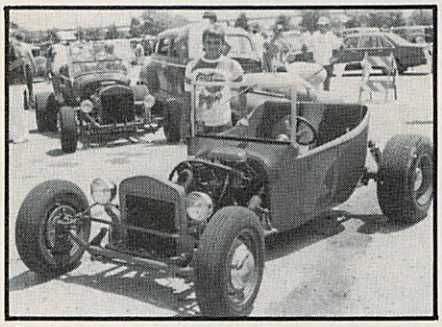
There are plenty of trees spread around widely spaced lawns, and even with a temperature hovering near 105 at times, a light breeze and a shade tree make the grounds acceptable. The only real traffic bottlenecks occur at the fairgrounds "circle" where the cars will sometimes congregate to the point where driving through the spectator crowd is nearly impossible. Even so, this is only on Saturday, at the height of participation.

Spectator-wise, Oklahoma City had to be down from past events, perhaps due to the hot weather. By all other counts, however, the 17th Annual Street Rod Nationals would have to be termed a whopping success.

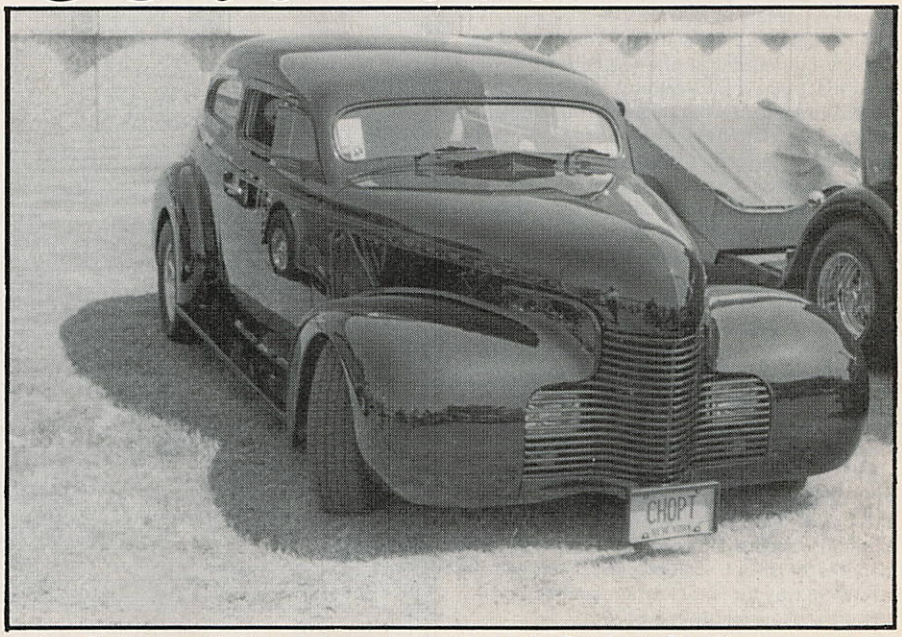


Larry Hurst out of Moulton, Alabama believes in cruising his 1947 Chevrolet ragtop, these stovebolt converts are extremely rare in any form.

'86 Nationals



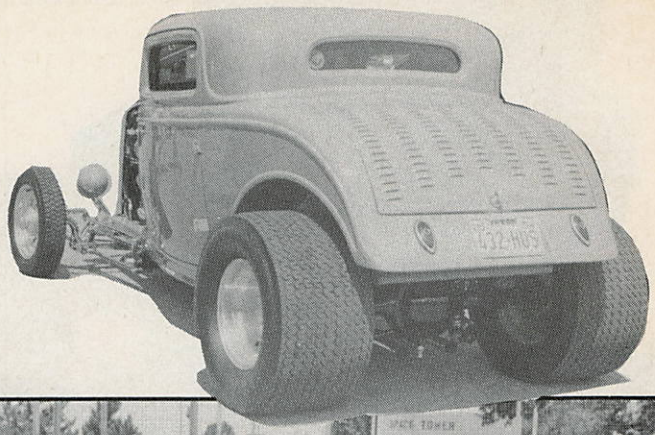
In a positive effort to recognize the contributions of the younger street rodders, Mr. Gasket holds the Under 21 contest during the Nationals. This fine little four-cylinder roadster saw heavy duty as a cruiser throughout the meet for the young enthusiast, and promises many similar years in the future. Such recognition is going to help keep the hobby's vital signs alive for many years to come.

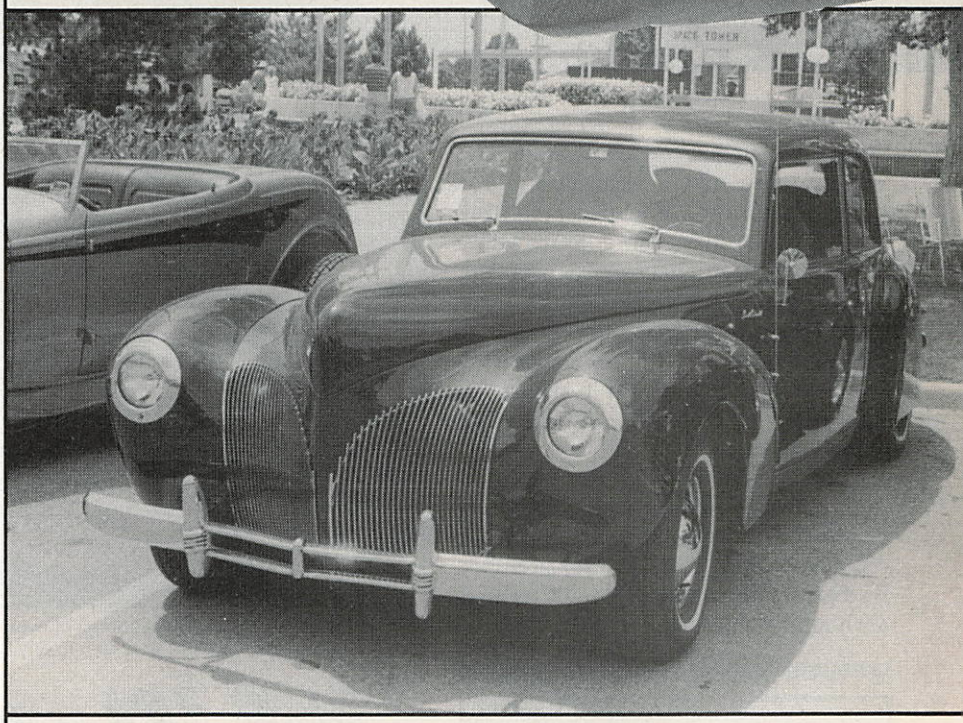


It's from Florida (New York), and it is the super slick ride for Ben Ayers. The '40 two door has a cut top, trimmed front fender openings, and headlights tucked behind the painted grille.

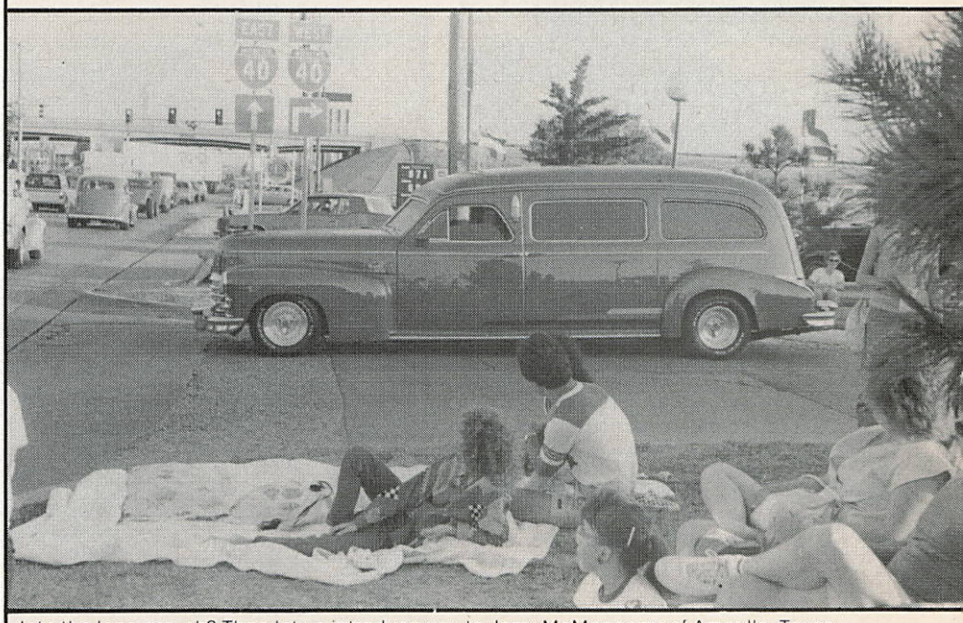
RODDER '86

The sign on this 1932 three-window said "Pro Street Is Neat." Nuff said.





Frank Parham out of Mt. Joliet, Tennessee, unlimbered his 1941 Lincoln Continental for the trip to Oklahoma. These cars make great rod conversions, were years ahead of their time in styling.



Into the long car, eh? Then let us introduce you to Jerry McMennemy of Amarillo, Texas, who runs around in brilliant red Cadillacs and cowboy boots with tennis shoe bottoms!!!

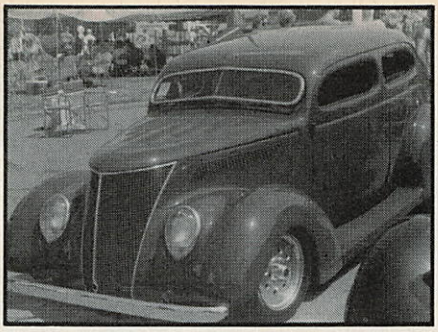
HIGHLIGHTS FROM NATIONALS PAST

A special attraction for visitors to the 1986 Street Rod Nationals was complete assembly of a running T roadster by two young ladies from Total Performance.

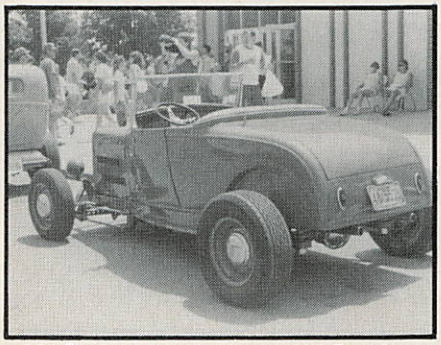
Gina and Lisa Lauria (daughters of co-owner Mickey Lauria) did all the wrench work, with pointers from Total Performance instructors, much the same as would a person building a car with an information booklet, and the result was a crowd packed around the exhibit building display throughout the several days.

Yes, there were disturbing times, such as when one of the girls was removing the brake system for a check and ended up with a hair full of brake fluid. But, it washes off as dad Mickey pointed out, and the project went along. Then, there was the time for installing the engine (by strongarm method, of course), and two burly young rodders from the audience were quick to volunteer (hoping, no doubt, to impress the young ladies).

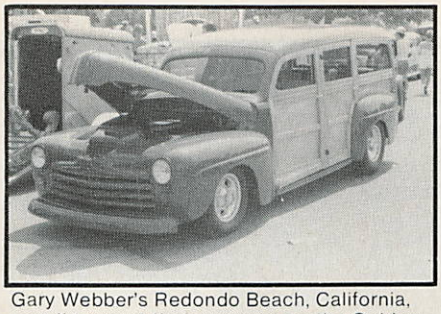
Right on schedule, the car was started and driven away, to the delight of spectators who had been watching the assembly process since the beginning. This type of hands-on demonstration brings a lot of attention to the basic aspects of street rodding, and it proved an excellent way for Total Performance to portray the ease of assembly in a kit rod.



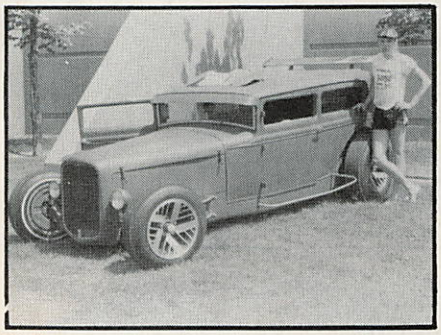
We been telling you how the 1937 Ford looks great all smoothed, with painted chrome, and along comes this chopped two door with some of the plating intact just to prove us silly.



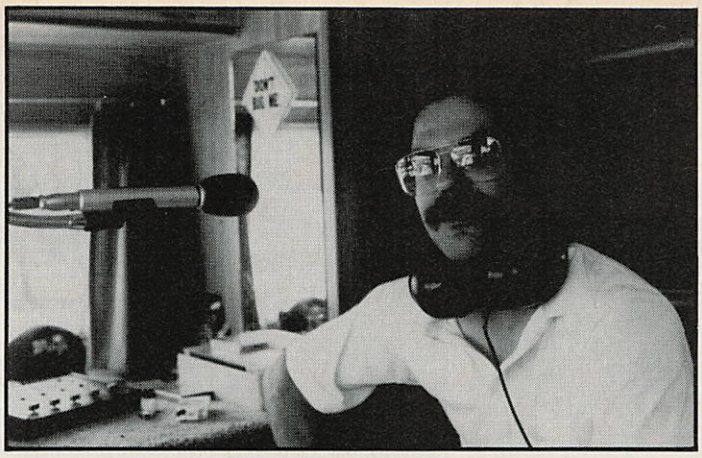
1929 Ford roadster body on 1932 Ford frame rails is about as traditional a rod as you could build, but add some fine craftsmanship and you have a piece equal to David Kinnman from Elwood, Indiana.



Gary Webber's Redondo Beach, California, woodie proves that everyone on the Golden State drives a 1948 Ford termite wagon and lives on the beach and surfs all day long and . . .



Well, you said you liked 'em down, so Bob Keethlar of Sardinia, Ohio done went and built his 1930 Model A about as down as you can get. The 1932 grille uses a lower fill pan, there is a pan rolled over the frame rails, and a mini-wing spills wind at the back.



Wings Callahan out of the Minneapolis area has become "the" man on the radio/public address system at rod runs across the U.S. Wings drives a rod, and pulls a small travel trailer all set up as a full radio broadcasting booth. And his entertainment every hour of the day is delightful.

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RODDER '86

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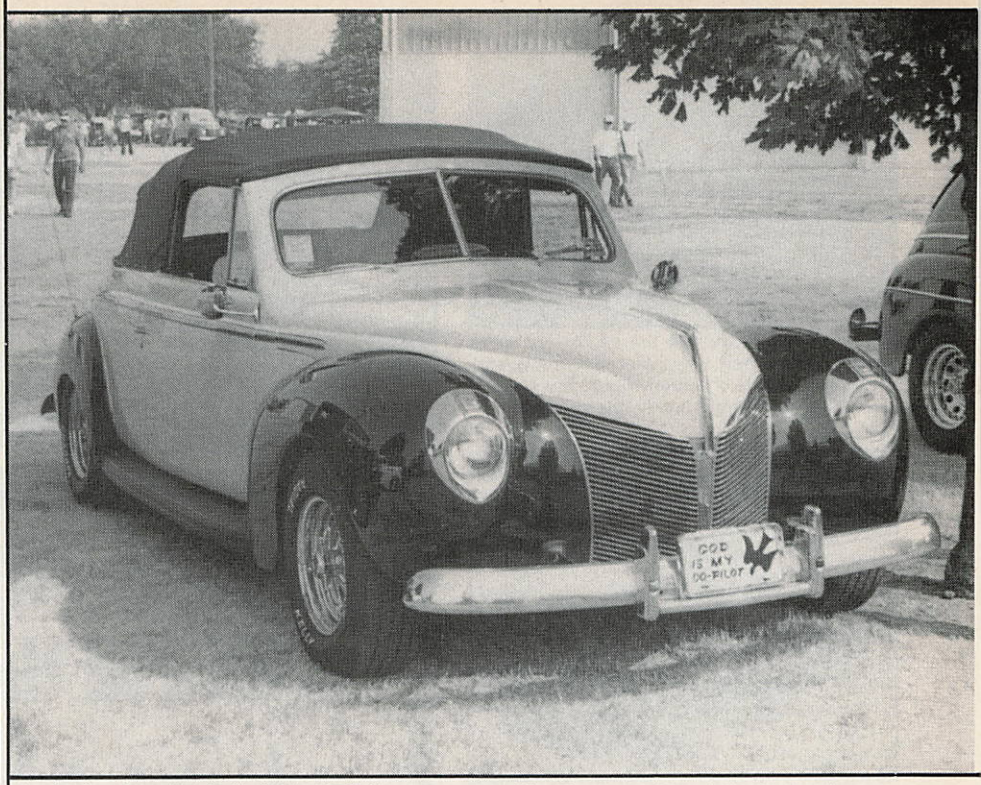
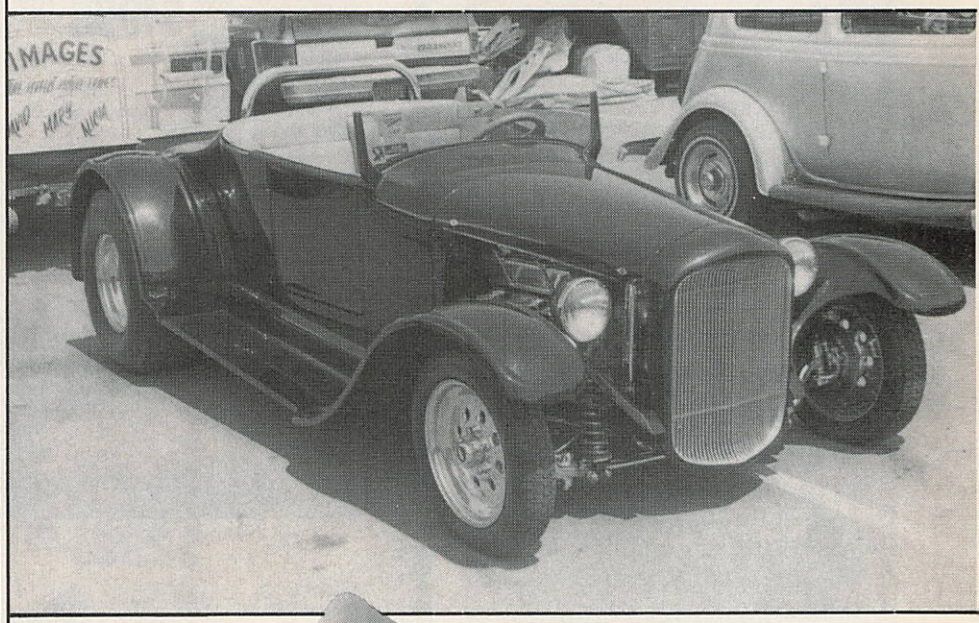
Growing by leaps and bigger leaps is the annual MoPar Country that is part of the Nats. This photo shows just a small number of the cars participating, some enthusiasts claim that the larger MoPar vehicles make better long haulers than the more traditional Fords and Chevys, a point often disputed. Still, it seems that the number of cars running the MoPar marques are on the strong increase and that this segmet of the Nationals is going to become even bigger in the next several years.

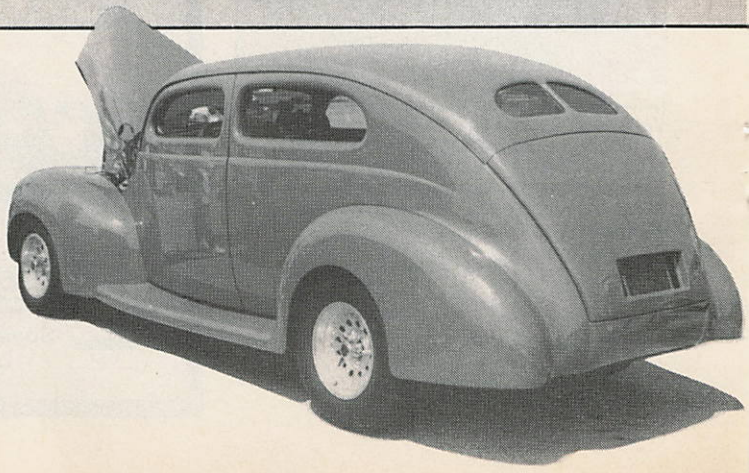


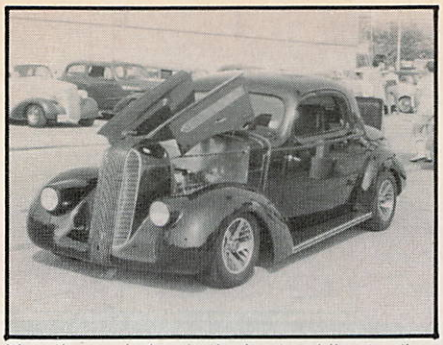
Look closely and note that this 1939 Mercury convert has been sectioned, that's why the hood top is so near fender top line. The car is owned by Jim Jewell of Concord, North Carolina, and folks, there is a bunch of metal work in the dude.



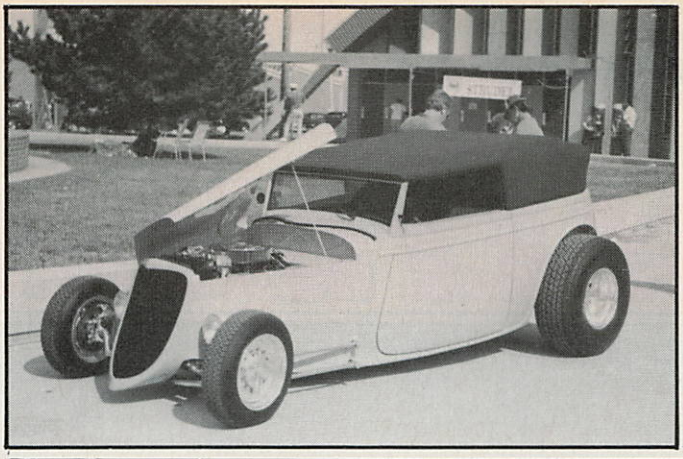
ABOVE — Very much a pro-street roadster look is achieved by Dan Krtvick of Minneapolis in this full fendered 1927 T.

RIGHT — Chopped 1940 Ford two doors are not all that common, you see, so Roland Cauldwell of Friendsville, Tennessee, up and put a blower on his just to make it even more different.





It's a three-window in the best rodding tradition, while the headlights are now mounted in the fenders in the best custom tradition. And, it is all the work of Ed Murray of Humble, Texas on a 1935 Pontiac.



Owen Purvis of New Berlin, Wisconsin has built some fine cars in his time, but the latest 1934 two door phaeton/sedan convert has to be just about the wildest. This one will get the full magazine coverage for sure!

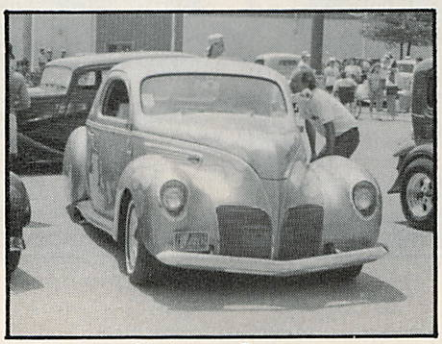
HIGHLIGHTS FROM NATIONALS PAST

It was the second year we were at Tulsa, and I began to get a little bit edgy that we had all that equipment around the headquarters motel parking lot (meaning the cars), and not a bit of security. We had security at the fairgrounds, but none at the motel.

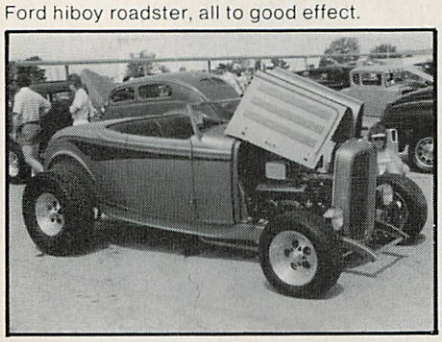
So I called the police to hire a couple of off-duty policemen for night security. "What I want are a couple of people in plain clothes. Very important. They can be armed, but in plain clothes." They said they would have someone on it.

Later that night, I thought I'd better check and see about our parking lot security, so I wandered downstairs, wondering how I was going to spot someone in security since I had specifically ordered plain clothes.

No problem . . . security was right there. In fatigues and visibly armed to the teeth with tear gas and all the paraphernalia needed to stop a minor national uprising! Very inconspicuous, and certainly in plain clothes. — Dick Wells



Jim Hodges of Lebanon, Tennessee, uses one of the new B&M blowers on his 1932 Ford hiboy roadster, all to good effect.



Jake Moran of Memphis, Tennesse, built his '38 Lincoln Zephyr a number of years ago. It is one of the nicest rods ever built.

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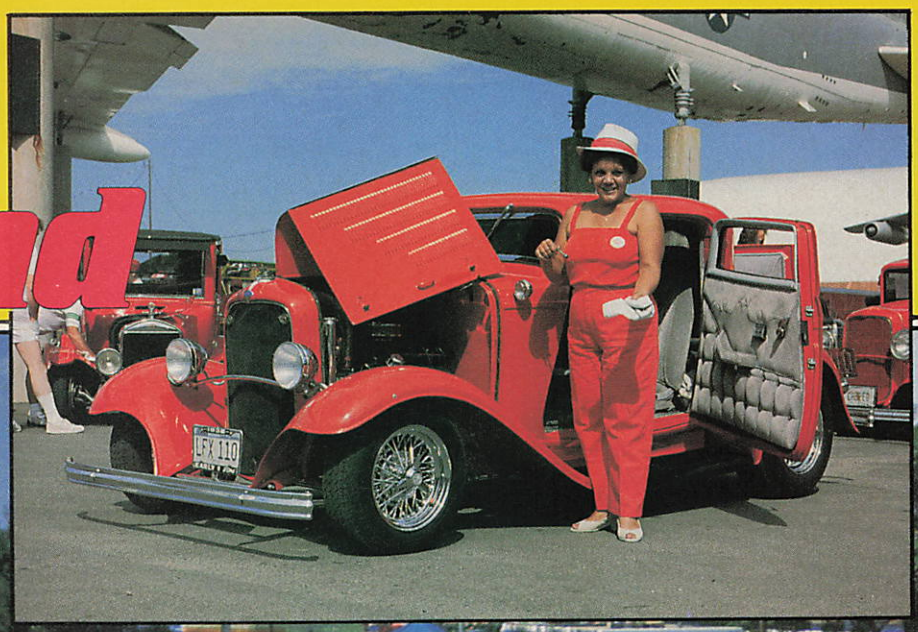
RODDER '86

Just Cruising Arou

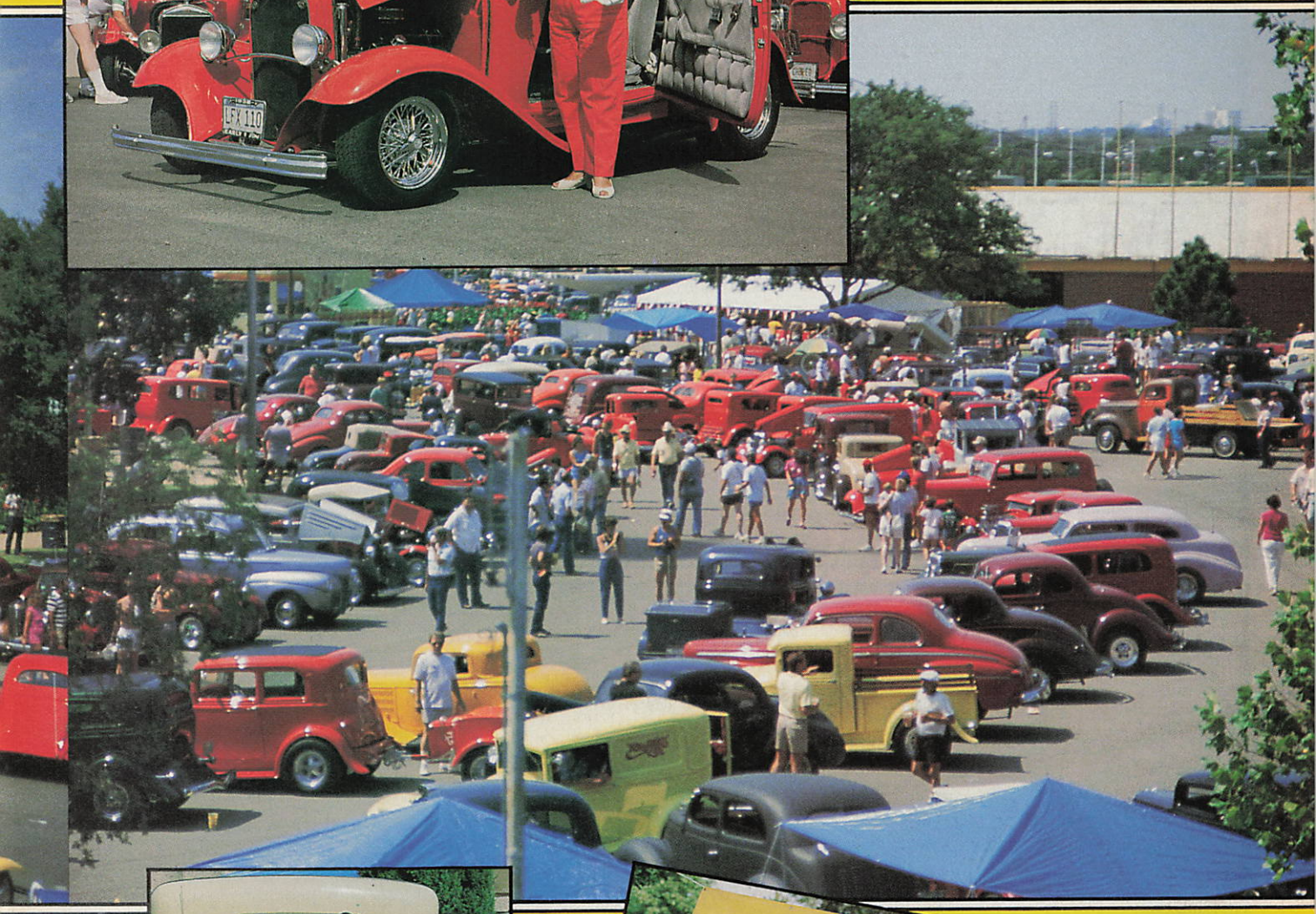
Cliff Thornton builds great 1940 Ford pickups, but if he goofs up, guess what wife Donna does! Seriously, we asked this dynamic duo to pose a shot for our Cruising Section. Thanx, folks.

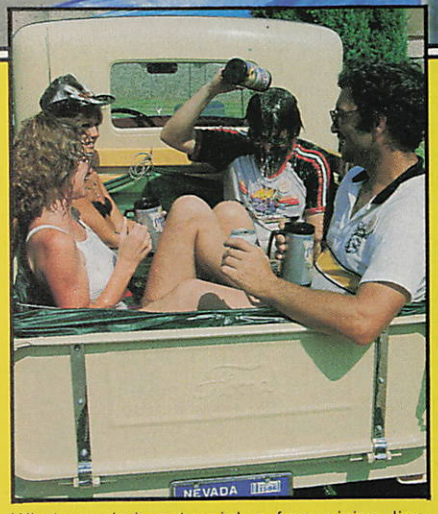
When the feets need a breather, just drown them babies!

nd

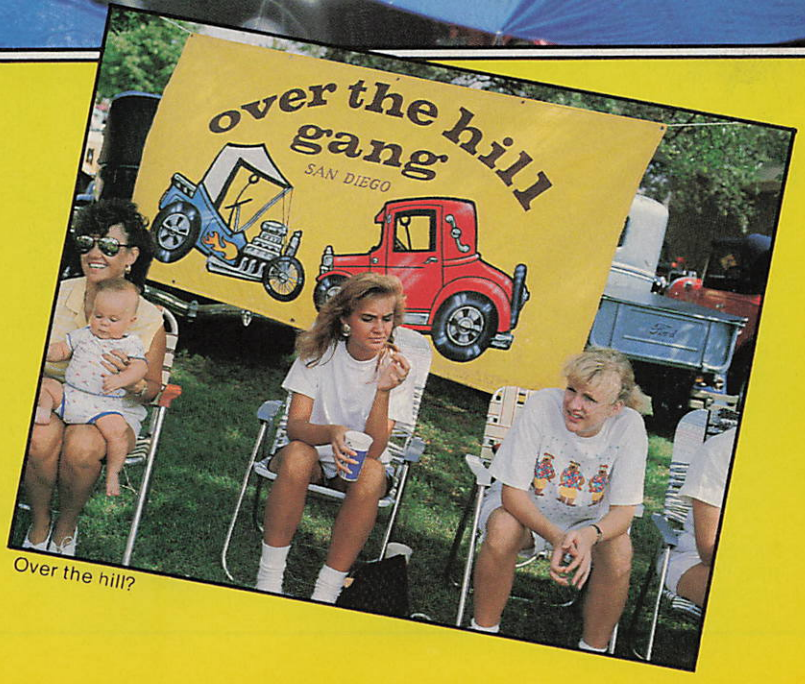


While just cruising, we spotted George's great 1932 Ford three-window getting an oil check by Paula. You see, George was in Oregon and couldn't make the Nats, so Paula drove down from Lansing, Illinois. Boy is George going to be mad he missed the picture session.





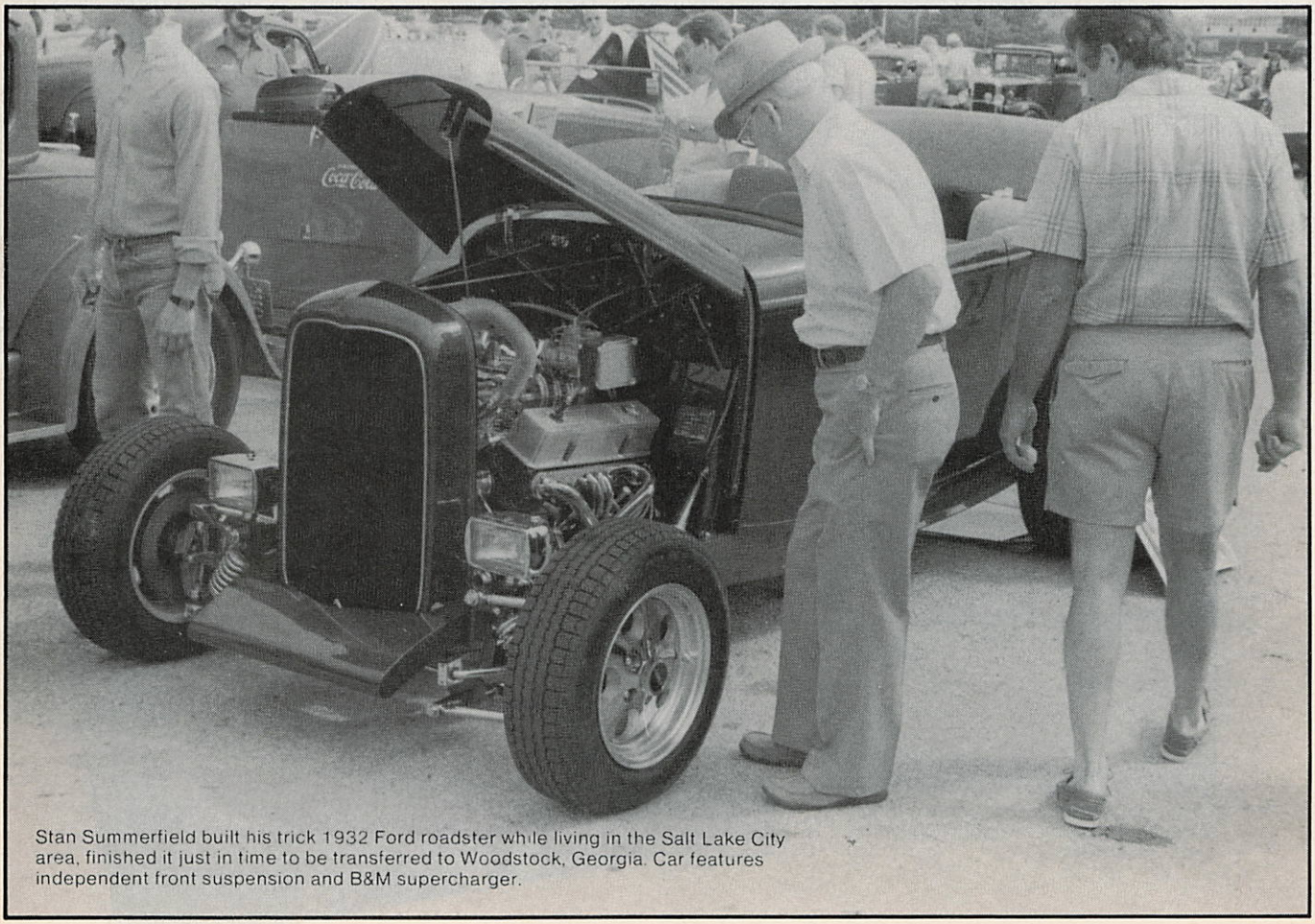
What you do is get a pickup for cruising, line the bed with plastic, fill it with cold water, and . . . ahhhhh.



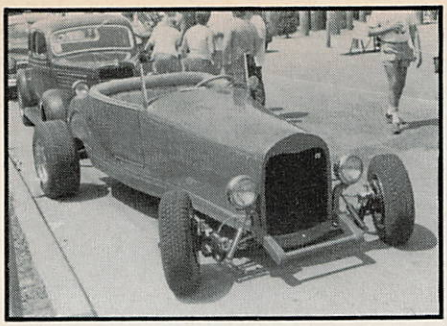
Over the hill?

RODDER '86

If Buick had seen Dick Walter's hammered 1937 four door out of Duncanville, Texas, the company would have put all the roofs down.



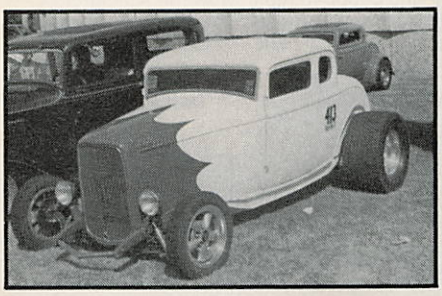
Stan Summerfield built his trick 1932 Ford roadster while living in the Salt Lake City area, finished it just in time to be transferred to Woodstock, Georgia. Car features independent front suspension and B&M supercharger.



This 1927 Model T roadster by Kim Smith out of Drumright, Oklahoma, features an extended wheelbase with lengthened hood, louvered covers over the frame rails. A very well done car.

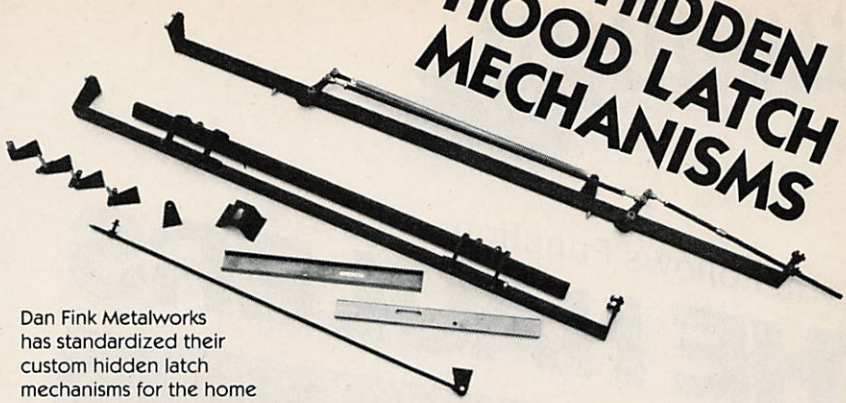
Jim Davis and associate Jan Carpenter from B&M Automotive (right) were delighted to present winners of the B&M Supercharger Display contest for our camera. Winners were Jon Lindsey of Kansas City with a 1929 Ford two door, Stan Summerfield of Woodstock, Georgia with a great 1932 Ford roadster, and Lonnie Jacobs, Sr., of Leesville, Louisiana in a 1930 Ford coupe. It is said by some visitors that these mini-events within the framework of the larger Nationals is what adds so much interest to the entire activity.

Oh, heart be still! Just a touch of modern type customizing mixed with early ideas sets Wayne and DeDe Zablosky's 1947 Mercury convert sled apart from all the rest. This Honey Grove, Texas native includes painted grille surround, cut top, square skirts, and flipper discs.

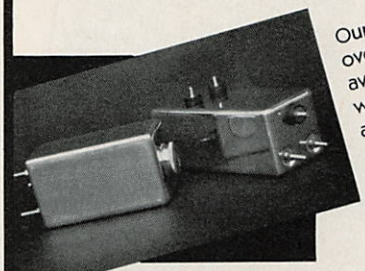


Oklahoma boy Larry Stacy built a chopped 5-window Ford coupe of 1932 vintage, then gave it the old "So-Cal Special" type red/white paint scheme to have one of the most distinctive rides at the Nats.

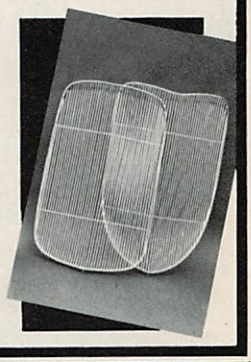
HIDDEN HOOD LATCH MECHANISMS



Dan Fink Metalworks has standardized their custom hidden latch mechanisms for the home builder. Latches come complete as shown with all hardware. Available for most early Fords; please send year and make of car when ordering. Other makes please inquire. $225.00 plus $10.00 shipping. Calif. residents add 6% tax.



Our custom aluminum radiator overflow tanks will soon be available. They come polished with rubber mounts, fittings and hardware in 2 sizes: 1.6 qt. and 2.3 qt.



The quality hand-built D.F.M. '32 and '33 Ford grille inserts are available on a per order basis. Custom lengths available for chopped grille shells as seen on the 1982 and 1984 Oakland winners. These are of unbelievable quality. Please call for details.

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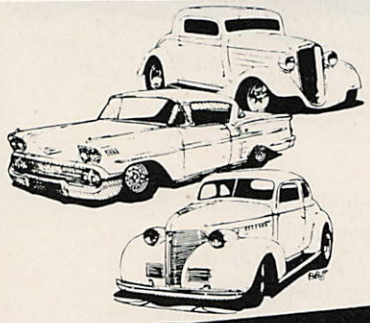

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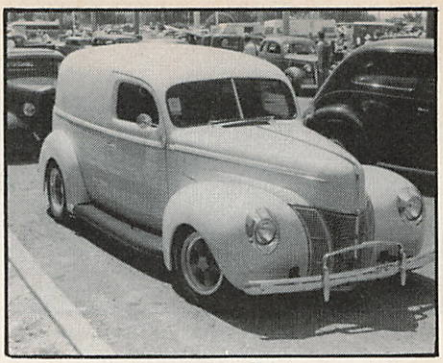
RODDER '86

Form Follows Function

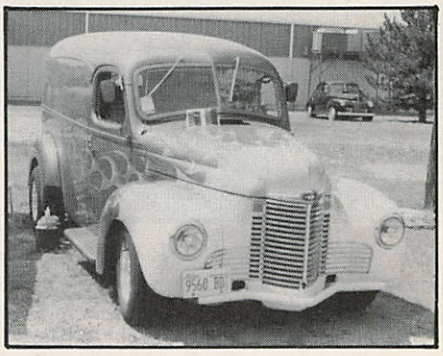
THE HAULERS

Out of Phoenix, Arizona, is Charlie McCornel with his great 1937 Ford stake bed pickup, proving decisively that this is a hauler that can be made as pretty as any. Quality of the trucks on hand was much improved this year, which just may be the tip of a building trend in rodding.

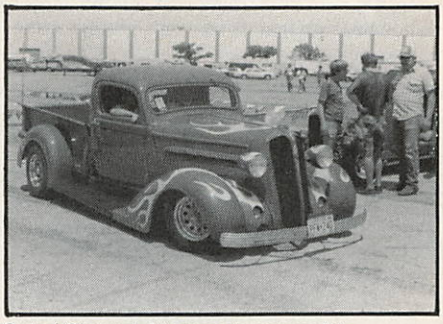
Commercial vehicles have long been a part of hot rodding, and they are neater than ever when they gather at the Nats.



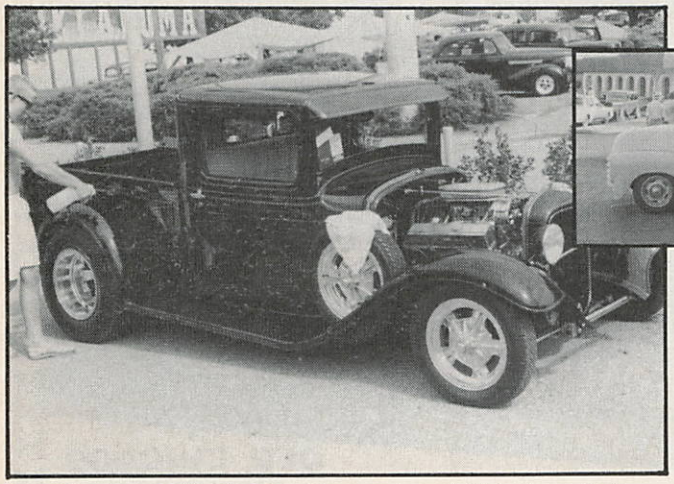
The Caulfield-Weed 1940 Ford sedan delivery out of Red Bluff, California is so subtle it sometimes goes unnoticed, which is the spectator's loss since the commercial is such a beauty.



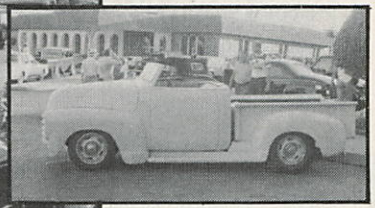
Here's a panel you seldom see rodded (or even see at all for that matter). This 1948 International Harvester belongs to Tom Saylor of Winfield, Illinois, gets plenty of attention with flame paint scheme.



Out of Cloquet, Minnesota comes this chopped Plymouth pickup owned by Allen Clark. Great machine runs full Mopar equipment, including 360 engine.

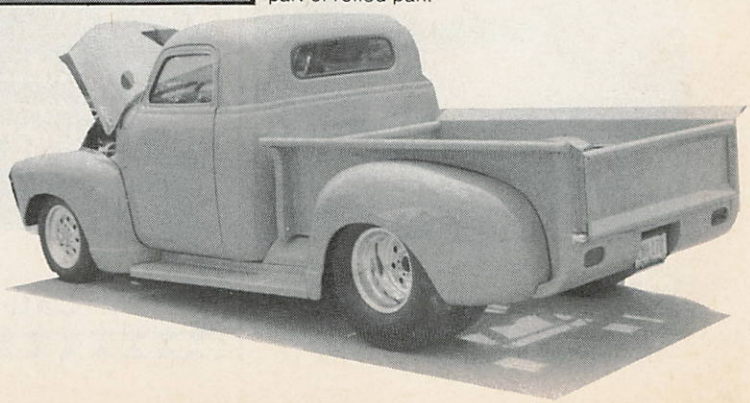


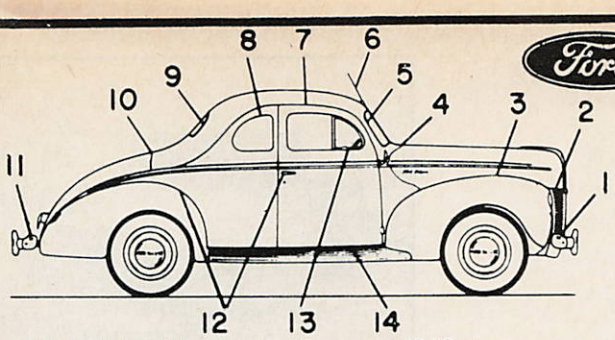
Out of Fontana, California, Gary Gasaway brought this channelled 1933 Ford with early American mag wheels.



LEFT — Caught in the headquarters motel parking lot was this genuine roadster pickup, circa Chevrolet about pre-1954 (who can tell for sure). Neat idea.

BELOW — Wicked pro-street pickup out of Oklahoma featured maximum rear tire size and chopped top to wow the spectators. Note how truck tailgate posts curl around as part of rolled pan.





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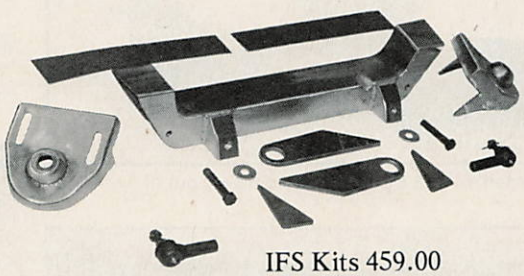

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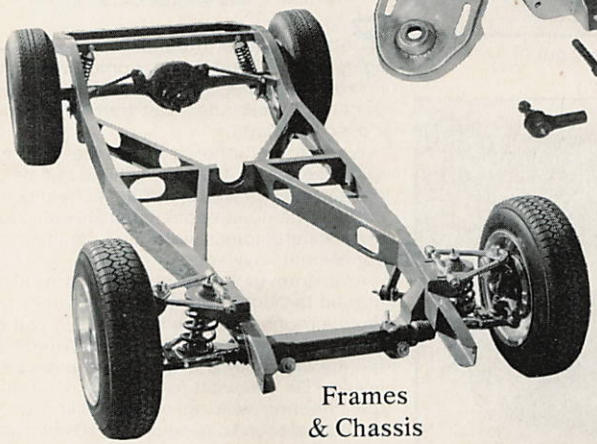

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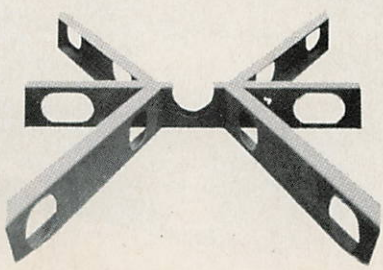

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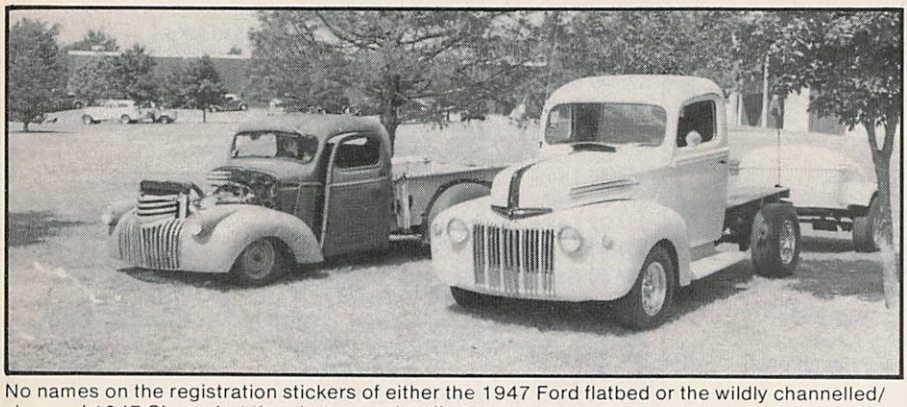
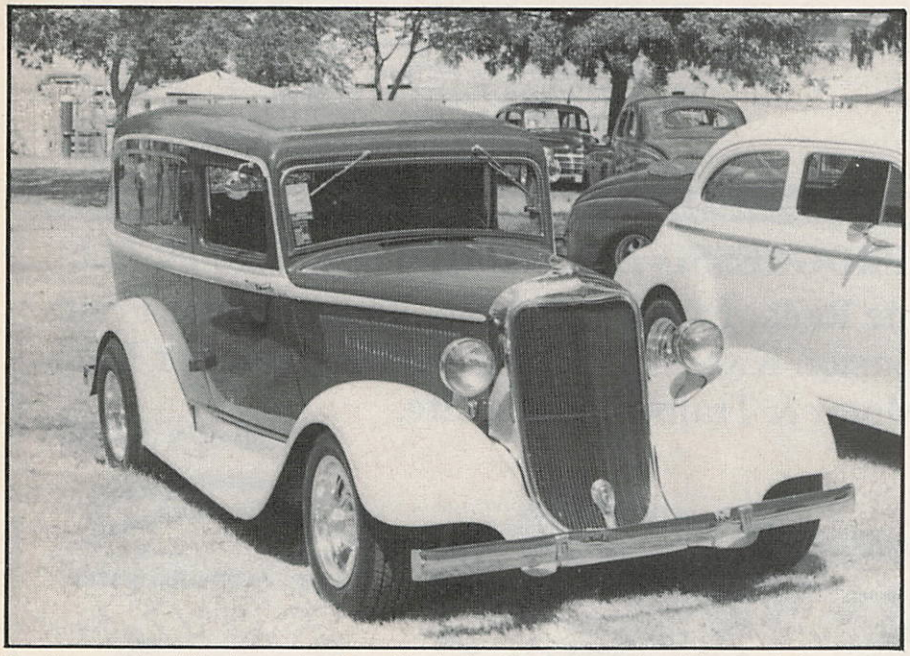
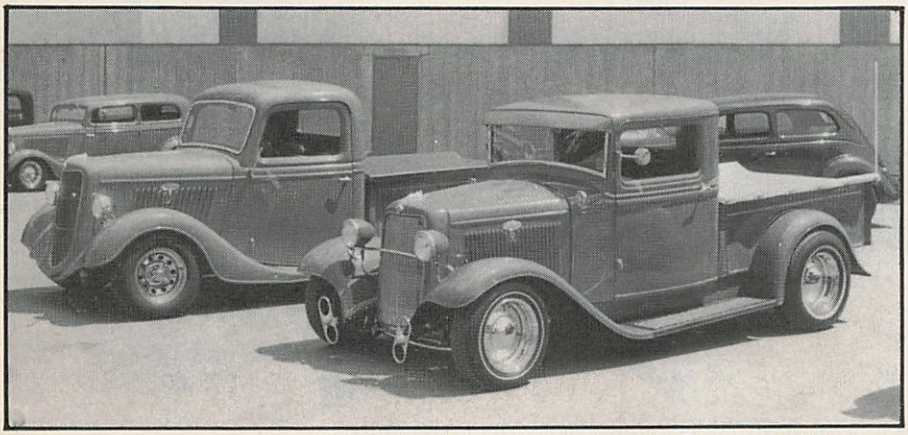
'86 Nationals RODDER '86



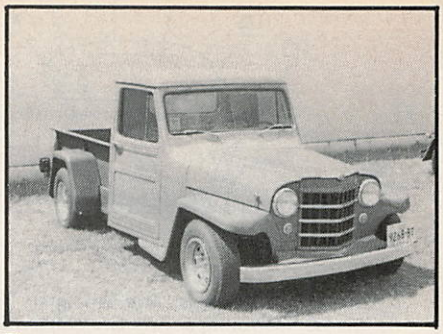
No names on the registration stickers of either the 1947 Ford flatbed or the wildly channelled/chopped 1947 Chevy, but the photo says its all, anyway.



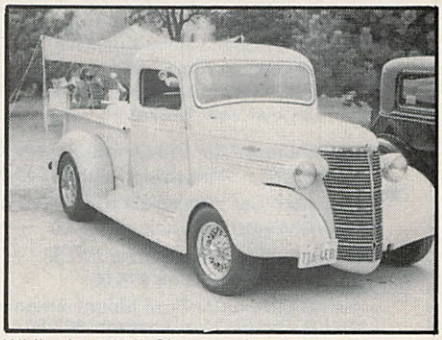
Two-tone paint motif looks good on Dave Worden's 1933 Dodge sedan delivery out of Greenwich, Connecticut.



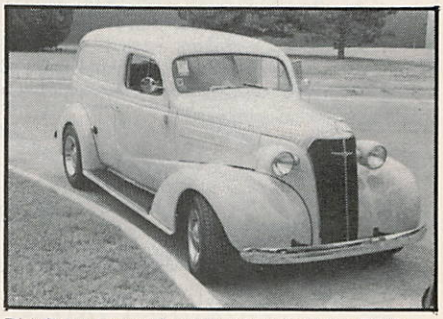
What a difference a year makes, evidenced by 1935 Ford alongside Joe Boatright's Midwest City, Oklahoma, 1934.



There seems to be a timeless quality about the Willys pickups, this 1945 model belongs to Dave Purcell of San Antonio, Texas, runs a GM front frame/suspension clip.



While the 1938 Chevy sedans/coupes seem very popular, it isn't often that a pickup is rodded. This version by Keith Hoague of Pasadena, Texas is premium.



Didn't see many Louisiana rods at the Nat's. This '37 Chevy sedan delivery out of New Orleans is owned by Kenny Angelo.

HIGHLIGHTS FROM NATIONALS PAST

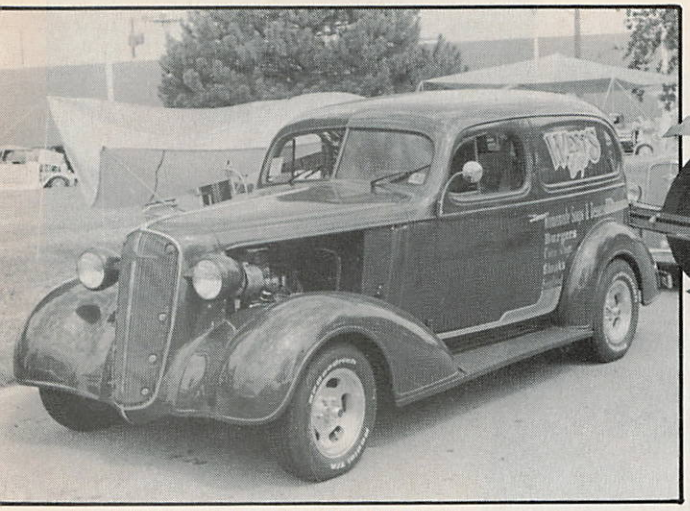
Perhaps one of the most memorable highlights of any Street Rod Nationals was that very first one in Peoria, Illinois. Not from the number of cars that attended, but from what officially closed the event.

We had all gathered in a large rural campground run by a Mr. Forrest (who had helpfully prematurely mowed an adjacent field because of the large number of cars involved!), and our awards ceremonies were run from the bed of a convenient haywagon.

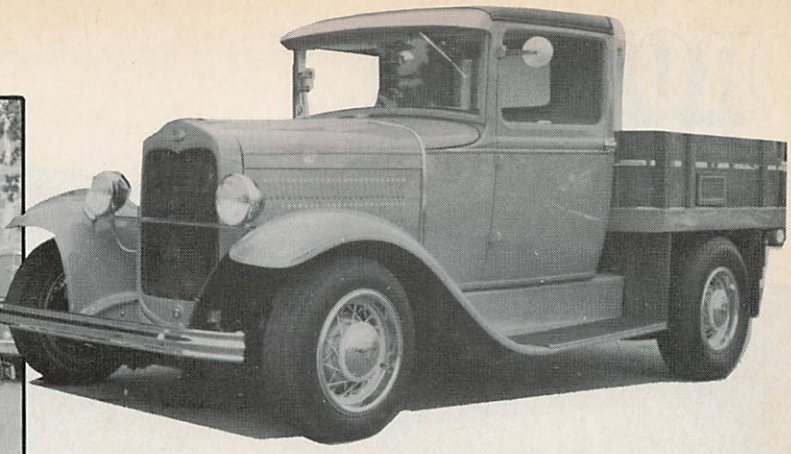
As a storm gathered in the western skies, we hurried through the awards, and finally, I took the microphone to ask simply, "Did you enjoy this Street Rod Nationals?" The response was a thundering cheer and applause. So, on a whim I asked, "Do you want to do it again?" This time the cheering was an overwhelming wash of sound that took Tom Medley, Bud Bryan and me by surprise.

Yes, it was graphically affirmed that there would be another, and another, Street Rod Nationals.

— Tex Smith

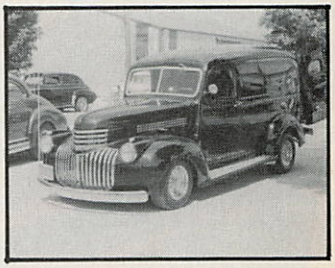


Fred Wert advertises his cafe in Allentown, Pennsylvania, with this sano 1936 Chevrolet sedan delivery. That's getting attention.



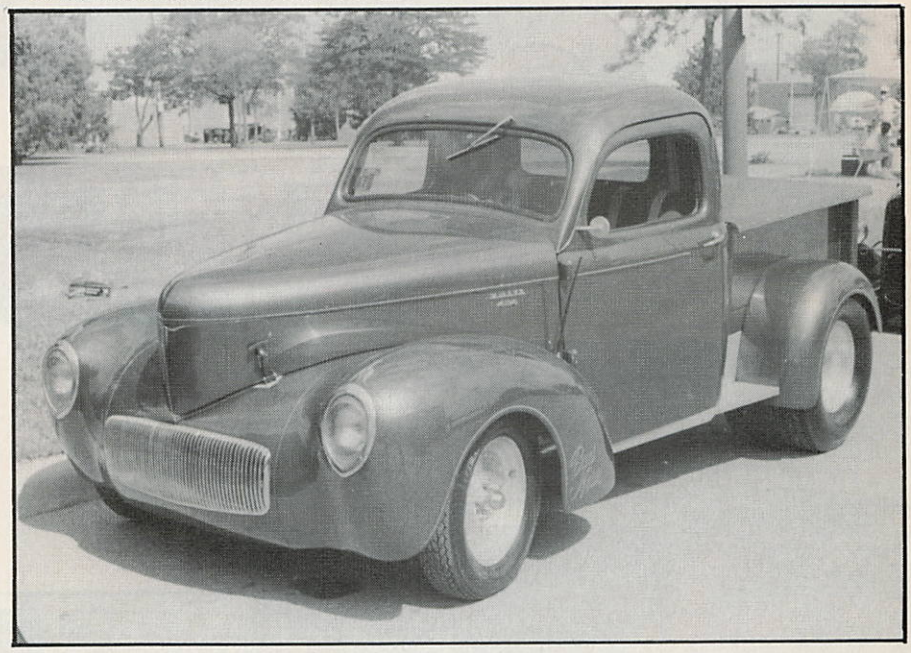
ABOVE — Chuck Millhuff of Olathe, Kansas, is known ofr other things, but his 1931 Ford stakebed puts him square in the eye of truckers nationwide.

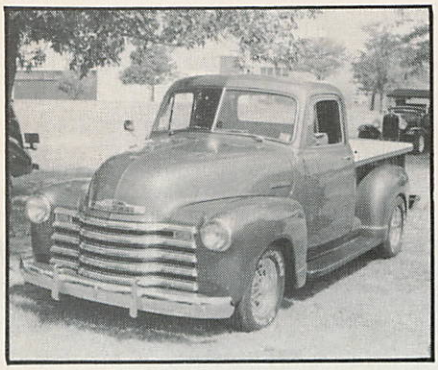
RIGHT — Outstanding metalwork was featured on Gary Van Wyck's 1946 Chevy panel out of Pella, Illinois.



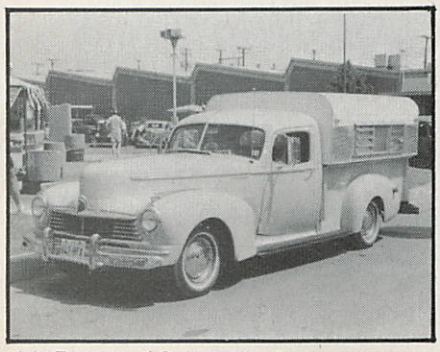
Couldn't pass up this mid-engined (327 Chevy) 1927 stovebolt flatbed that belongs to Barry Michael of Littiz, Pennsylvania.

It's a 1941 Willys, and it belongs to Mike Kelly of Whitman, Massachusetts. You'll note the wide-wide rear rubber and the extra hood snaps.

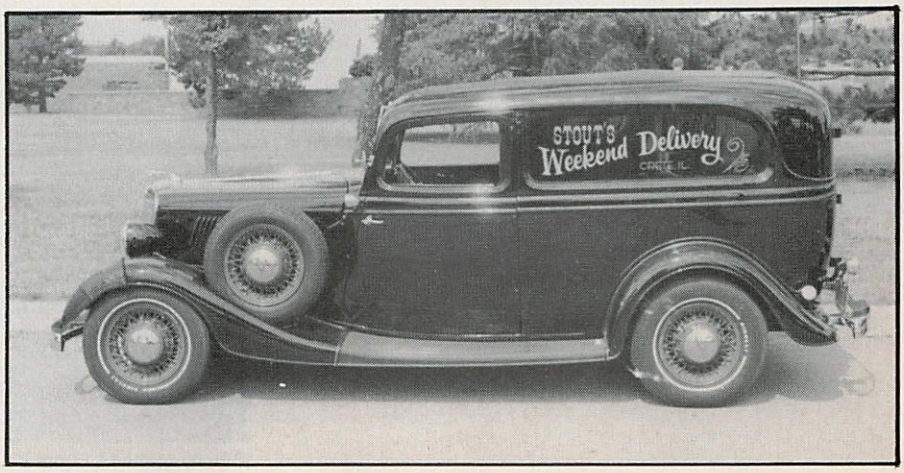




Vian, Oklahoma, is home to Jerry Cowhorn and his nice 1948 Chevy pickup.



Alvin Thomas of Gainesville, Texas selected a rather unusual pickup in this 1946 Hudson. Style is very much like a cutdown sedan.



Looking deceptively stock is George Stout's 1934 Ford delivery from Crete, Illinois.

RODDER '86

All the way from Clayton, California came Dennis Abbas to wow the folks with his 1934 Ford sedan delivery.

One of the best finished vehicles at the 17th annual Nationals was this superior 1948 Ford pickup with a flathead V8 engine. It was flawless everywhere, a tribute to owner Fred Prudoehl of Winona, Minnesota.

HAULERS

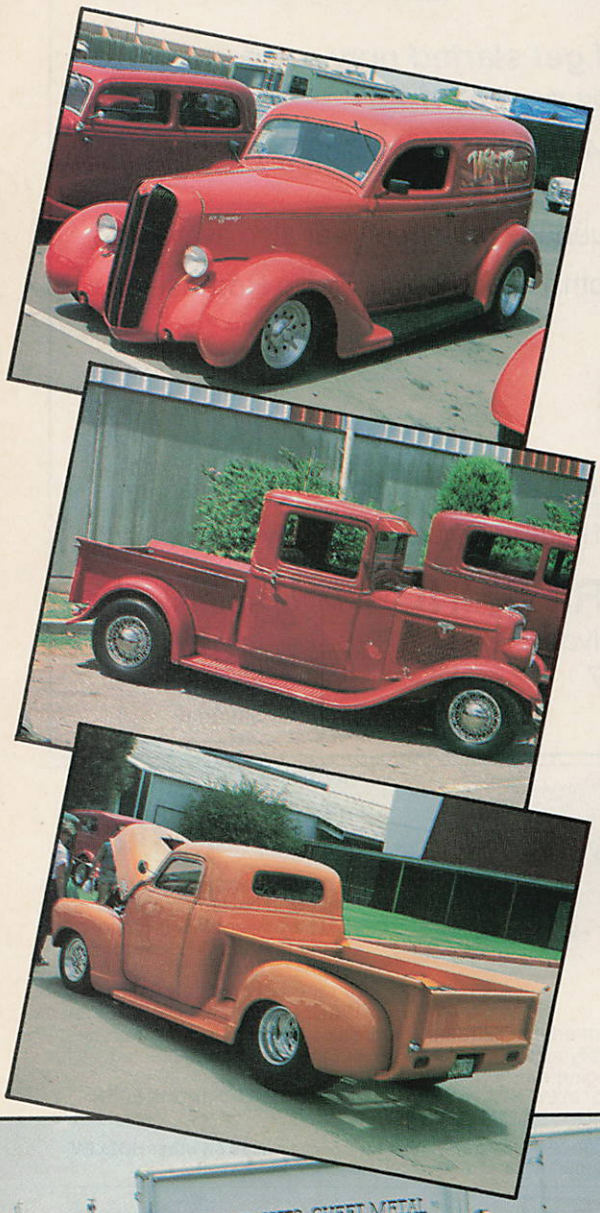
The new 1934 Ford roadster pickup body is just now showing up at runs, Paul Taylor of Arlenton, Tennessee put a wooden bed on his.

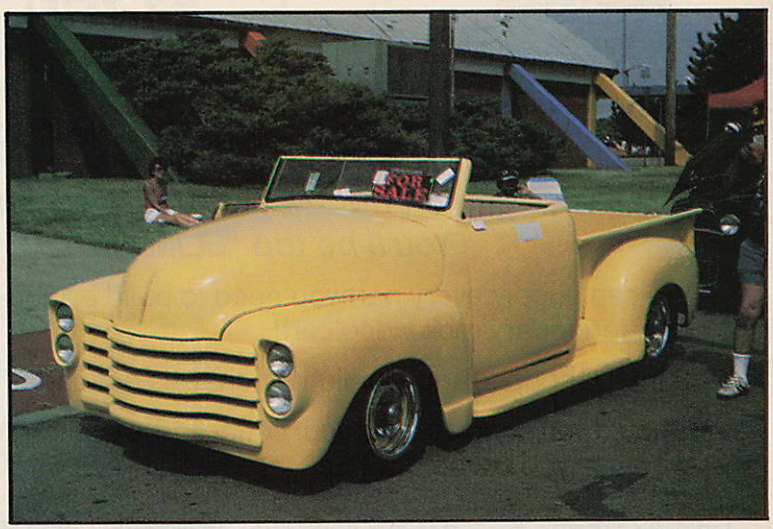
RIGHT — Talk about your groundpounder pro-streets, how is this on in Chevy truck form? Cut top only tends to emphasize those big rear meats.

And all we know about this 1932 sedan delivery highboy is that it is licensed in the state of Indiana.

BELOW TOP — If you really looked closely at David Hubbard's 1936 Plymouth out of Houston, Texas, you noticed a myriad of details that reeked of workmanship.

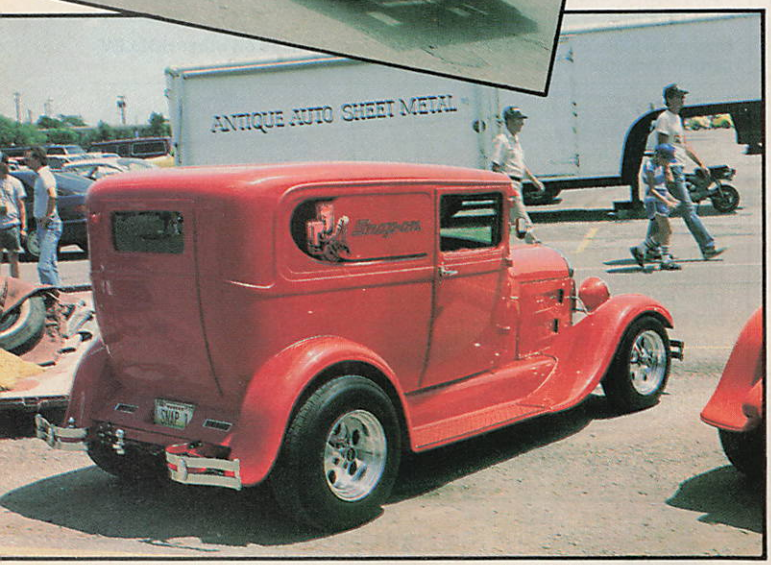
BELOW MIDDLE — Let's see if we have this right. According to the records this 1934 pickups belongs to Robert Cathcart out of Pine Bluff, Arkansas. Guess we'll hear if that isn't right.



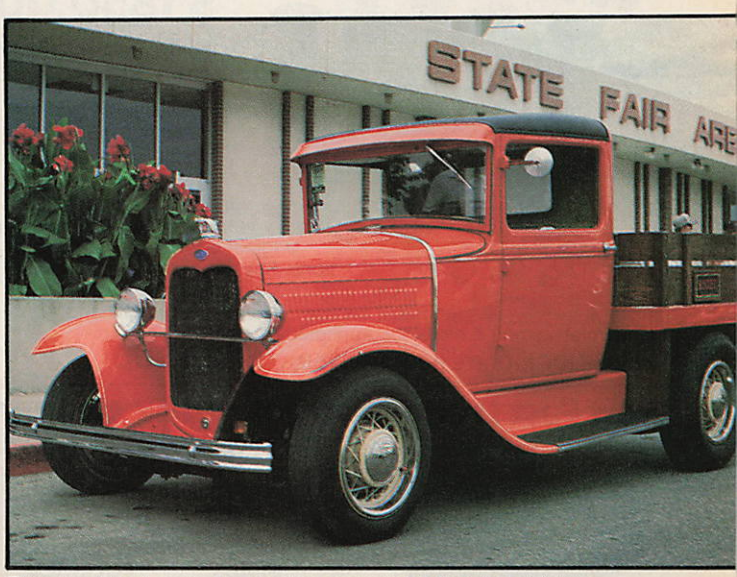


Would you settle for a 1948 Chevy roadster pickup, almost never used for hauling anything heavier than an enthusiastic owner?

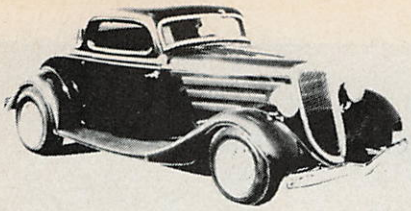
Great in green is Mike Keetlin's 1941 Chevy SD out of Kirkwood, Missouri.



David Wagsler of Zionville, Indiana mixes business with pleasure when his 1929 Ford sedan delivery hits the roads.



This should get someone digging around old abandoned farms. Chuck Milhuff of Olathe, Kansas picked on a 1931 Ford as foundation for a workhorse stakebed and the results are striking.



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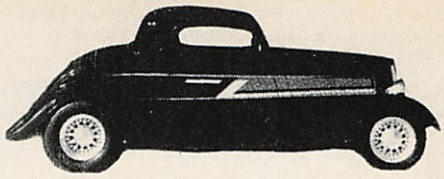

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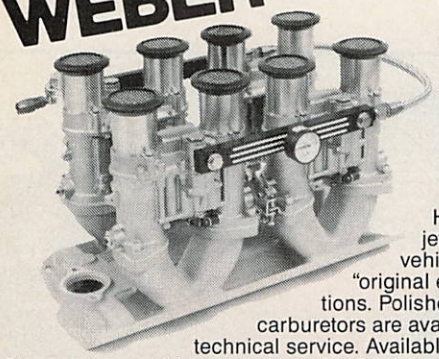

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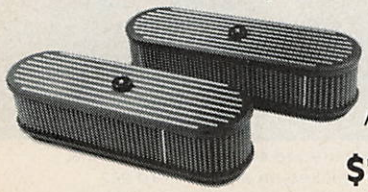

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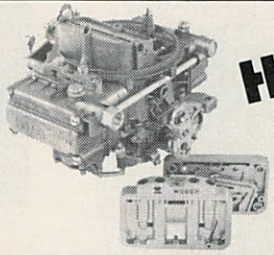

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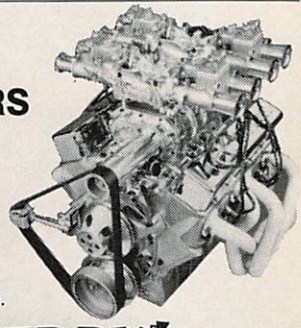

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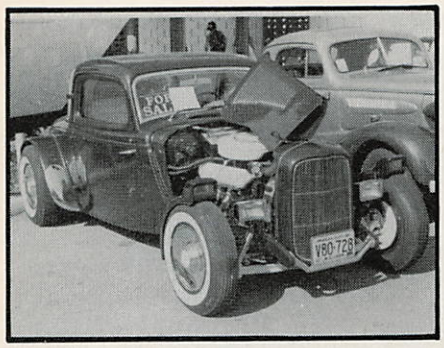
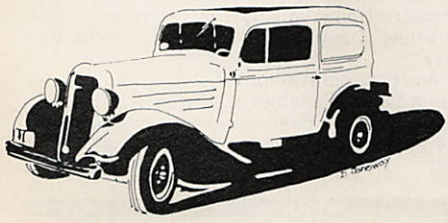


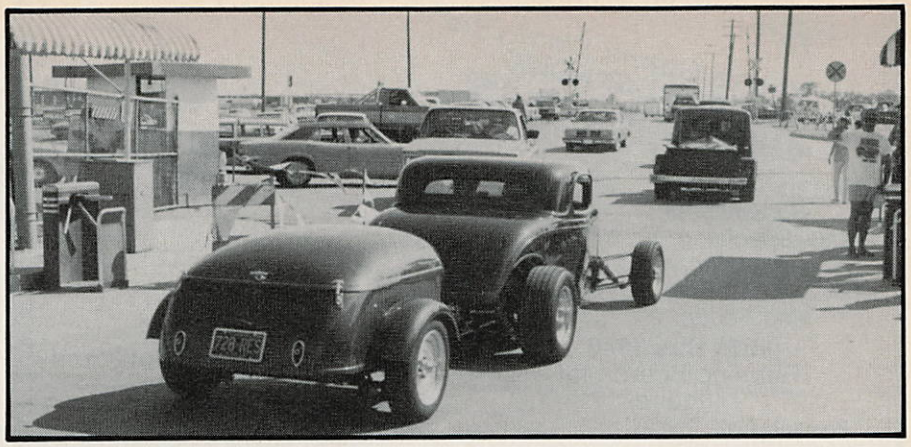
Another flash from the past is Lud Mavroff's 1934 three-window from Milwaukee, Wisconsin. The body is channelled, with turn signals built atop the cycle front fenders.

HIGHLIGHTS FROM NATIONALS PAST

Driving events at the Nationals are not as popular as they once were, leading to speculation that they may be discontinued altogether. For those who do participate, however, things such as the streetkhana continue to tax both driving ability and vehicle handling for maximum fun.

The Buick Switch-On is open to any car utilizing the new Buick V6 engine, and it has grown from about a dozen cars just a few years back until now it is also a significant part of the Nationals. Here, Tom Medley (left) and John Thawley (center) regale the crowd with humor as Tex Smith looks on.





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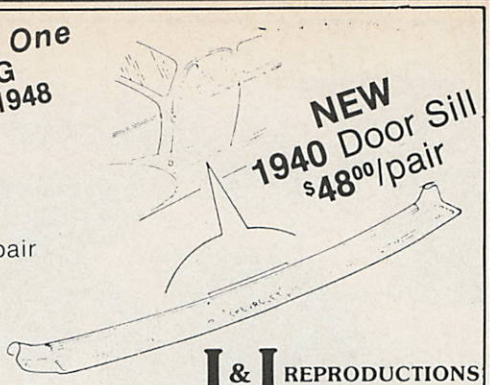

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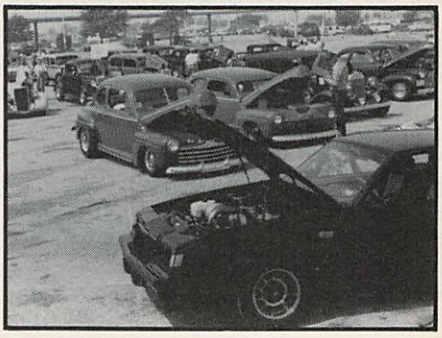
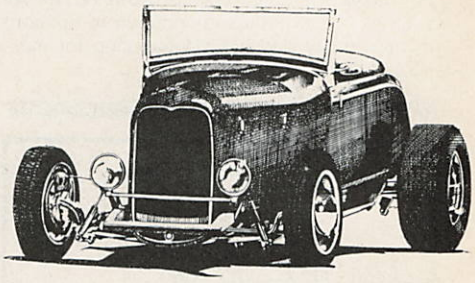
RODDER '86



The Buick Switch-On seems to be especially successful, judging from this field of entries. Officials estimate that something over 10 million Buick V6 engines are already on the road, with high horsepower performance as evidenced at recent Indy 500 races, the engine is likely to become a mainstay in street rodding.



HIGHLIGHTS FROM NATIONALS PAST

When we went down to Memphis for the second street rod nationals, I was working registration with Doug Price out of the NSRA main office. One morning we got a phone call, which Doug answered. "What? You want What? Listen, fella, you got more money than any of us, and you can just buy a ticket at the gate!" With that, Doug slammed down the phone, muttering.

What was that all about?" I asked timidly. Doug was fuming, "Can you believe the nerve of that guy, wanting a free ticket?" I couldn't resist, "Who?" I said. "Elvis Presley," he said. I was aghast. "Doug, you can't just turn down Elvis Presley!" Doug said, "Well, I just did. He can pay."

And Elvis did eventually get to ride around the fairgrounds in a rather private car — otherwise he would have been completely mobbed, and he wouldn't have gotten to enjoy the cars at all.

— Pegge Smith

HIGHLIGHTS FROM NATIONALS PAST

I was privvy to one of the wildest trips to/from the Nationals that anyone could ever hope (?) to experience, and it was all quite by accident.

Heading to the east (Detroit?), I hitched a ride with California roadster owner Don Specht, whose T was fendered and considered one of the nicer road cars on the west coast. Since Don was from central California, and we were going to travel with Andy Brizio's bunch out of the San Francisco area, I headed up that way to join the entourage.

Everything was fine as we left the Golden State and headed over into Nevada. Just east of exotic Battle Mountain, Nevada, one of Andy's brand new Instant Ts had a problem (I won't name the owner). Anyway, part of the radiator brace let go, allowing the radiator to fall back into the fan . . . at speed. The passenger in the roadster was asleep at the time (it was at dusk), and all the noise and hot water awakened the passenger with the sure knowledge that life on this planet was at an end. The traveling group gathered around the wounded machine, assessed the situation, and determined that the roadster would coast back downhill into Battle Mountain.

The owner was all for giving it up and going back to California, but the rest of us prevailed (threats, taunts, bribes, etc.), with Andy saving the day. "Listen, I've got another Instant T back at the shop that has just been finished. I'll call my wife, Sue, and have her air freight it to Salt Lake City and we'll bolt it to the roadster. We'll just tow your car over there!"

Understatement of the century. As it turned out, Sue learned that she couldn't get the radiator into Salt Lake . . . Cheyenne was the best possible, and that was over 600 miles from Battle Mountain, Nevada.

Next day, we left our flea-bag motel together, with the stricken hot rod tied behind Don's roadster (offset on the nylon rope, so the driver could see down the road . . . as if there is anything to see down the road between Battle Mountain, Nevada and Cheyenne, Wyoming). At first, it was white knuckles and saucer eyeballs, with both Don (the tower) and our friend (the towee) using all hands and feet to stay on the highway.

Wide open spaces being what they are, however, pretty soon Don was using only one hand, and pretty soon, one finger to steer his T. Same in the roadster behind. The speed of 55 was okay at first, but as we got down the road, the speedometers were racking up 75 mph. Up and down the long mountain grades, passing highway patrolmen (of which there aren't many in the wide open west anyway), who would just close their eyes and pretend they didn't see what they had just seen.

After awhile, Brizio decided that he needed to go on ahead to Cheyenne and do some minor work in the radiator, so it would be ready for our arrival. Off he went in his T, with that Cub Barnett built supercharged motor just a wailing. Way over 100 mph, and he could pass anything except a gas station. Incidentally, Cub's engine prowess surfaced at Bonneville this year, where his talents helped the Dennis Varni team push their hiboy over 220 mph.

Whatever, we chugged along at a miserly 75 and 80 mph in Brizio's wake, until we also reached Cheyenne. Put on the new radiator, and everything was fine. I think we must have set some kind of new world's tow rope record for hot rods in the process. And, all this wasn't enough, since Brizio and his group decided that maybe we would make just a teensie little side trip. Down to New Orleans on the way home!

– Neal East

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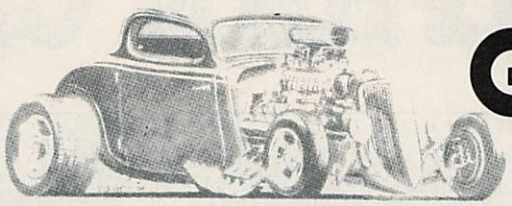

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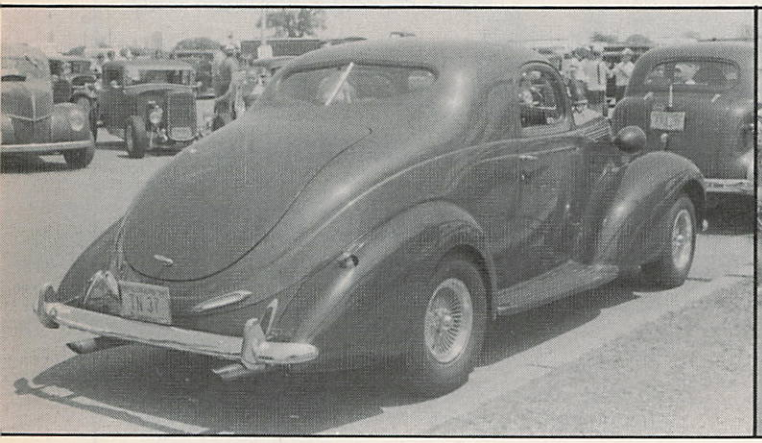
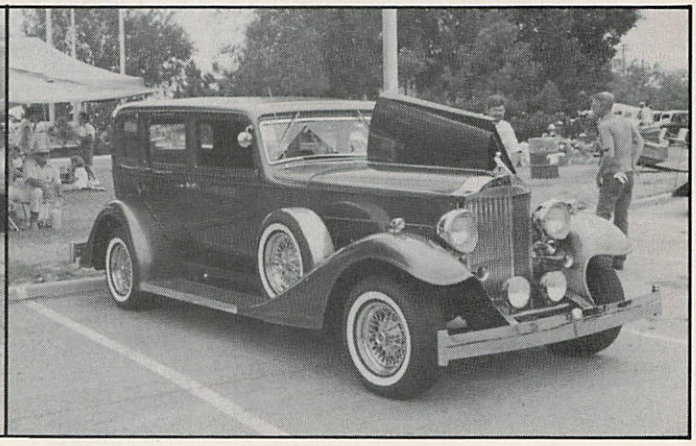
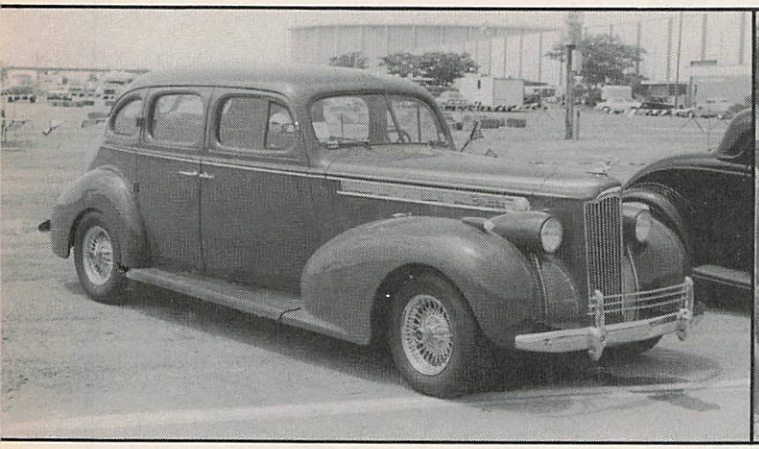
ORPHAN CARS



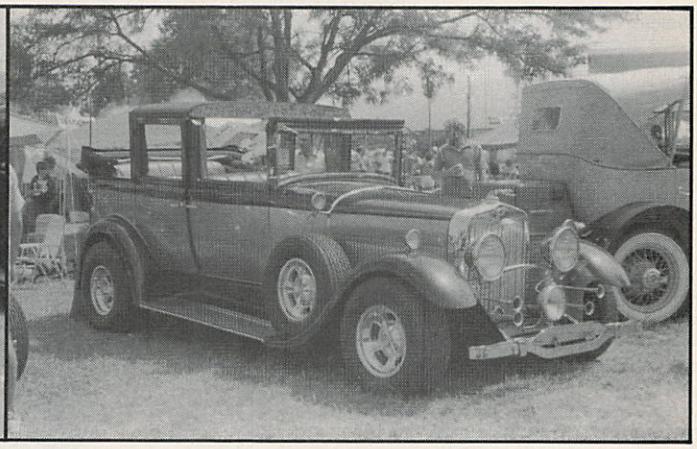
It's a 1937 Studebaker, so it should belong to Tom Niedzielski of Springfield, Illinois.



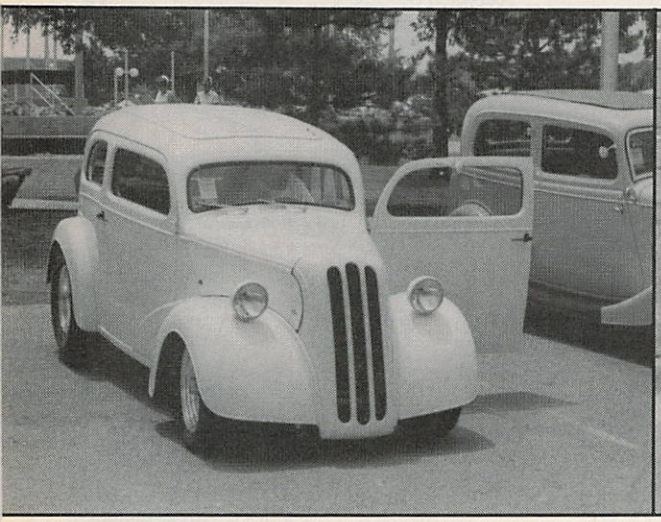
Maxi-cruiser is the 1933 Packard used by Carl Woodridge of Wilburton, Oklahoma. Wheels tattle on whether car is restoration or not.



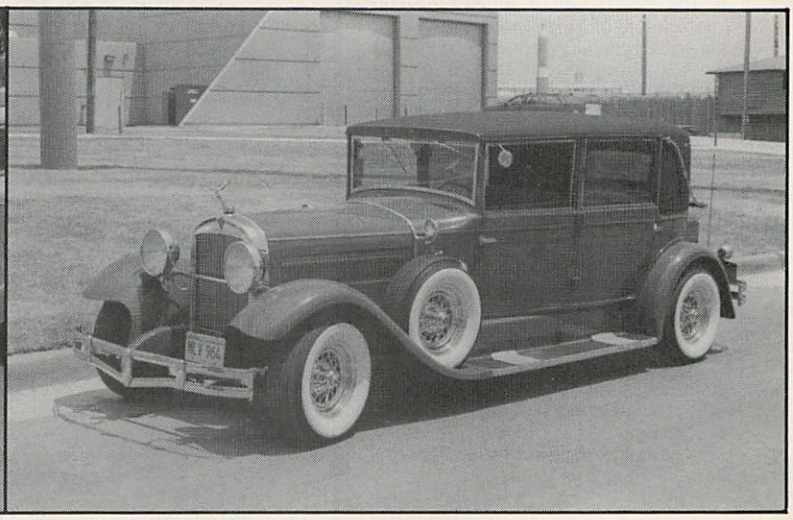
1940 Packard hails from New Orleans; is handled on comfort drives by Aston Rupert.



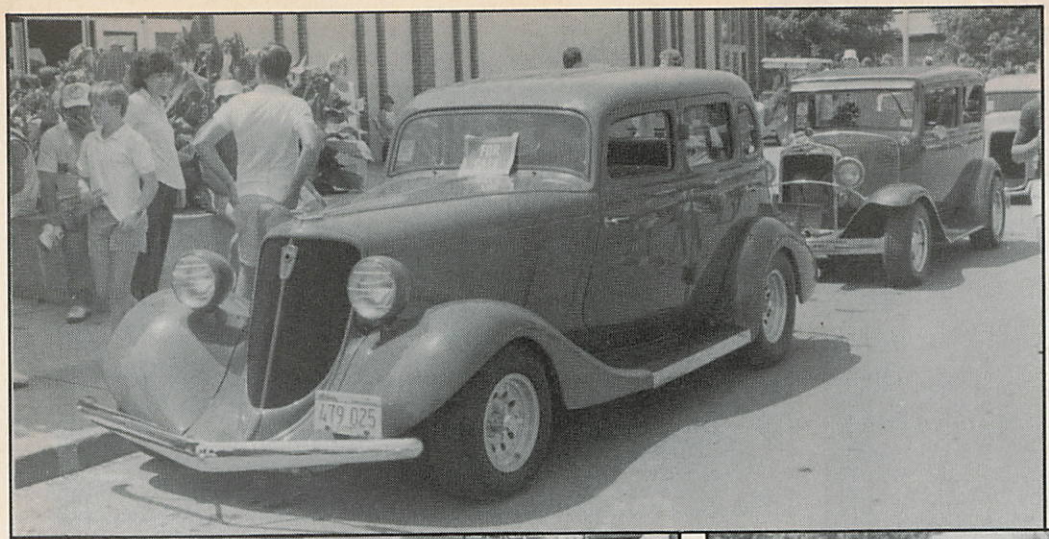
Lincoln town landaulet is pure street rod, features no roof over the driver, convert top over rear seat.



Wasn't much of a trip for Leonard Wren of Tulsa, Oklahoma, but his 1948 Anglia handled it anyway, preferring longer runs.



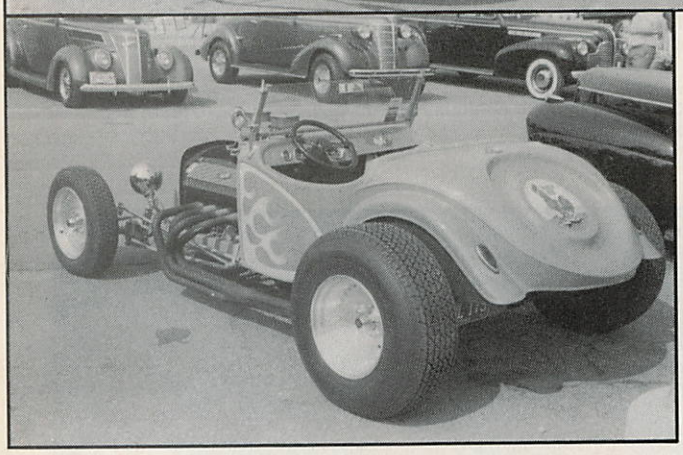
Another Hudson, this four-door out of Cahokia, Illinois. This '29 is owned by Robert Murphy.

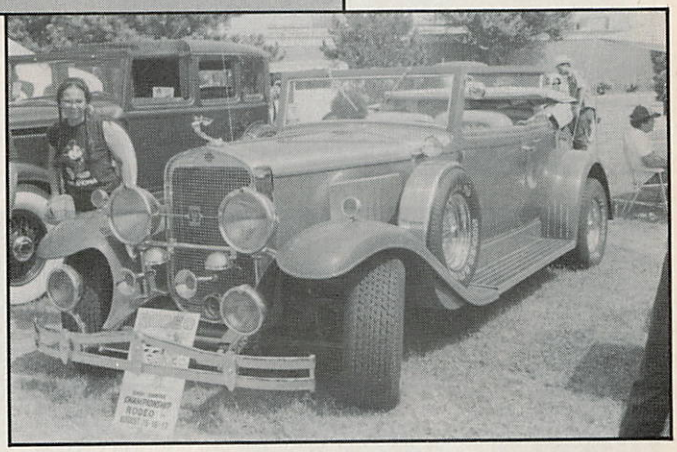


LEFT — It's big, has four doors, and it's a 1934 Studebaker driven in by Gary Johnson from Sparta, Illinois.

BELOW LEFT — Again, no name on windshield sticker, but his Iowa Bantam roadster with good size engine proves that it doesn't have to be a Ford to be great.

BELOW — Cadillac restorers would have a seizure over this roadster, which featured late model front suspension, rack and pinion steering among other changes.





LEFT — Arian Van Wyle of Pella, Iowa, chose an unusual vehicle to start with in this 1940 Nash two-door, but the end result is a very nice looking machine. It is sure to spawn more.

RIGHT — It's all AMC (including A/C), and John Johnson of Omaha, Nebraska, is rightly proud of his fine 1940 Nash coupe.

LEFT — Very large Studebaker restorers club means there aren't many nice 1940 coupes for the rodders. Chris and Becky McKinney out of Ottumwa, Iowa found one, however.

Great cruiser is the John Nemeth 1928 Hudson four-door from Cedar Hill, Missouri. Big machine uses MoPar powertrain.

RODDER '86

ABOVE — It might be an orphan, but it would have a home with any rodder. Bill Becker of Madison, Illinois owns this beautiful 1930 Hudson.

LEFT — Into 1941 Hollywood Grahams? Then you'll have lots to learn from Lon Sears of Spencer, Iowa.

ABOVE — Don't know who owns this Fiat Topolino, but it is the type of body that once graced many a drag racing coupe.

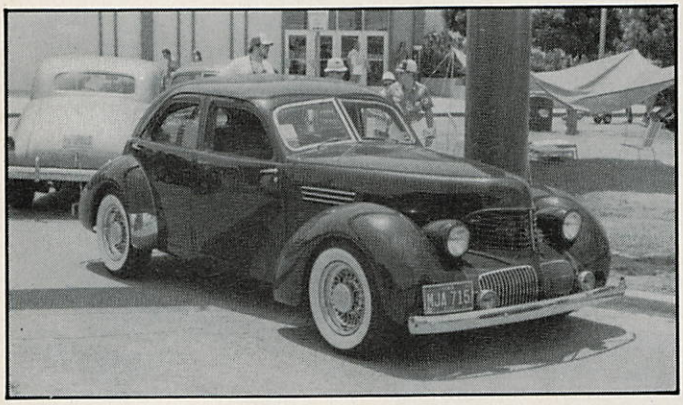
ABOVE — Here's a color shot of Gary Johnson's '34 Studebaker. Say Gary, do you work at the press?

LEFT — Really an orphan car is this 1933 Beacon, driven to Oklahoma from Delavin, Wisconsin, by owner Rick Allen. Nice ride.

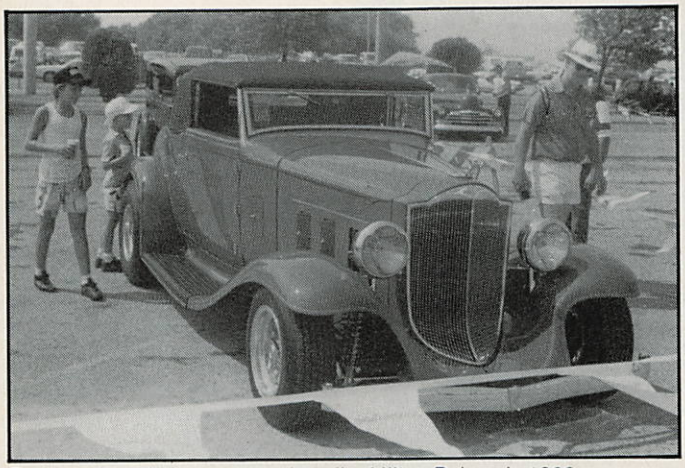
ABOVE — Now, if this is the rear view of a 1938 Hudson, then chances are good the car belongs to Randy Crain of Waukegan, Illinois.

LEFT — The ride from Yuba City, California wasn't so bad for Mike Calvo, since his wheels were on a 1939 LaSalle.

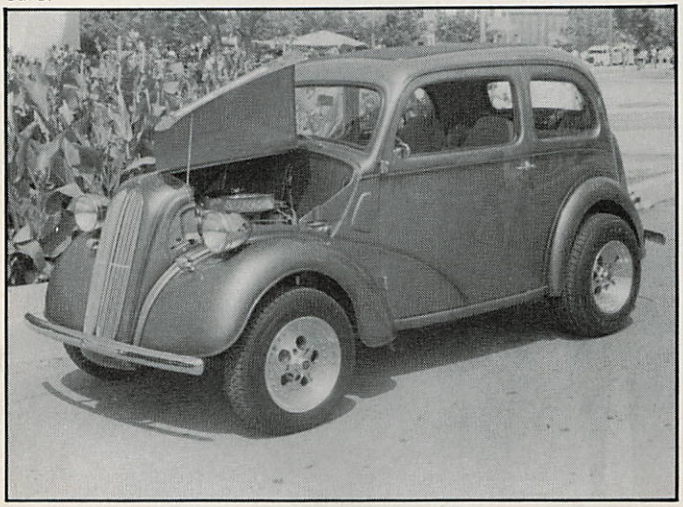
ORPHAN CARS



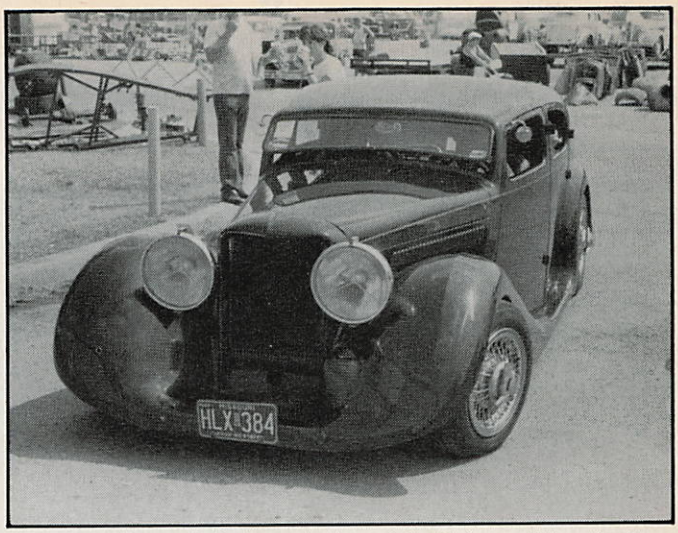
Spencer, Iowa, has an unusually large population of street rods, but surely none are more unusual than Lon Sears' 1941 Hollywood Graham. It's a four-door, to boot!



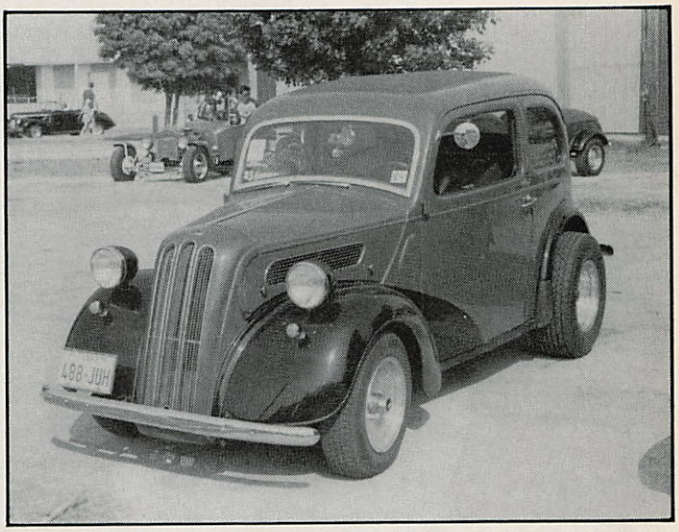
Real steel would be a way to describe Milton Robson's 1932 Packard convert out of Gainsville, Georgia. It uses dropped tube axle, double coil-over shocks on each front corner. Heavy metal for sure.



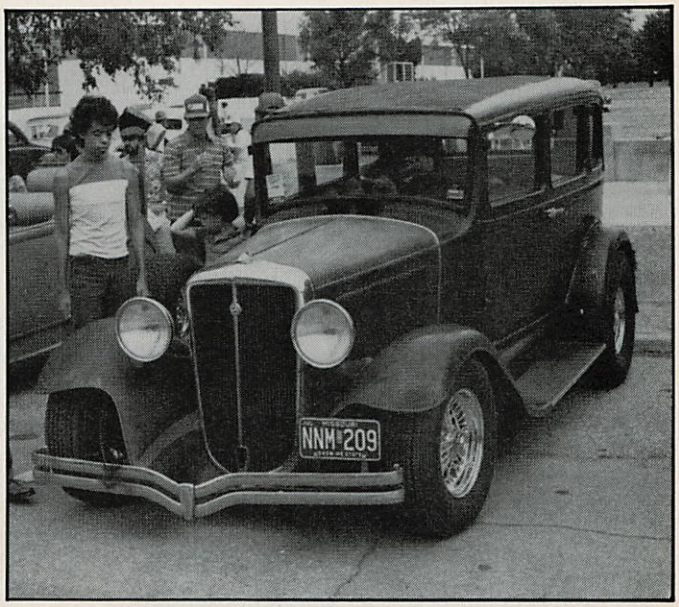
Couldn't find the owner of this nice Anglia for full details, but the short wheelbase cutie is pure street with V8 engine.



Just about the most photographed car at the Nats was this radically chopped (making it low-low) 1938 Jaguar with Deuce grille shell. It was driven in by Hollie Swindle of St. Louis, Missouri, and it is a crowd stopper.



Down in Waxahachie, Texas, folks are used to seeing Bonnie Karlen tool around in a 1948 Anglia.



It's a 1931 Studebaker, being finished by Ben and Leslie James out of Independence, Missouri.

NSRA/SREA AWARDS

LEFT — Legendary Tom Medley (left) congratulates all-around rapscallions and general ne'er-do-wells (left to right) Gray Baskerville, Andy Brizio, and Tex Smith for being chosen to new SREA Hall Of Fame. SREA banquet is regularly held during Street Rod Nationals and brings together street rod equipment manufacturers and sales personnel from across the nation. Being named to SREA Hall Of Fame is considered a major honor in sport of street rodding.

FAR LEFT — NSRA Man Of The Year for 1986 is Gerry Burger (right), publisher of *Rodder's Digest* magazine and longtime supporter of organized street rodding. Gerry is headquartered out of North Carolina and can generally be found at most of the major rod runs when not bending wrenches in his home garage. Giving the award is Bob Reynolds of NSRA.

LEFT — Manufacturer Of The Year honors from NSRA went to Valley Auto Accessories, Mfg., out of Rock Island, Illinois. Accepting the award from NSRA's Bob Reynolds is Paul Durall.

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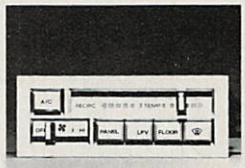

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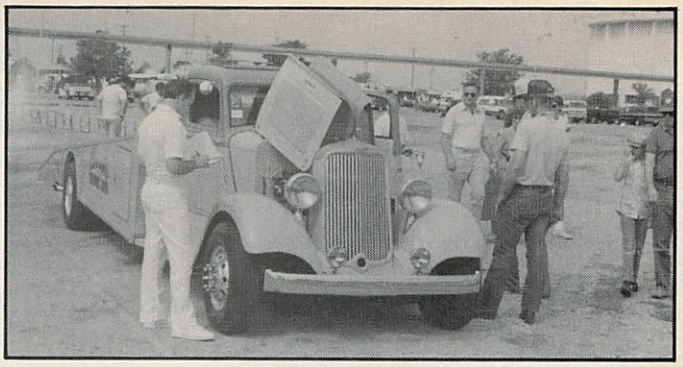
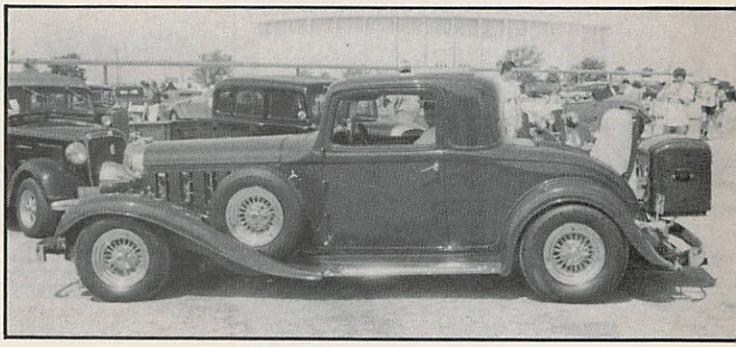
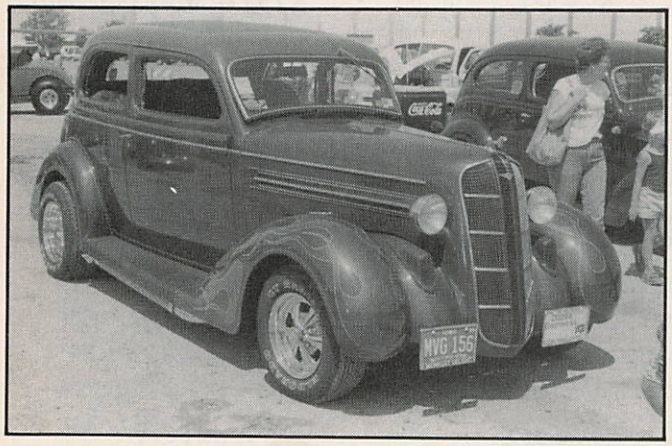
THE MOPARS



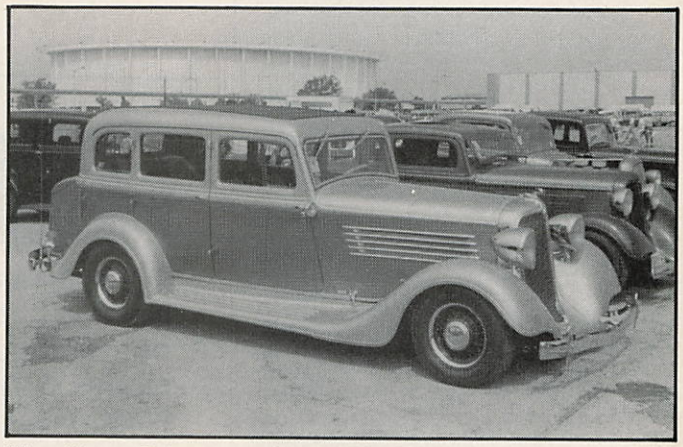
This 1935 Dodge car hauler built by Carroll Estes out of Cedar Hill, Texas, caught the eye of B&M's Jim Davis during the B&M Supercharger special show.



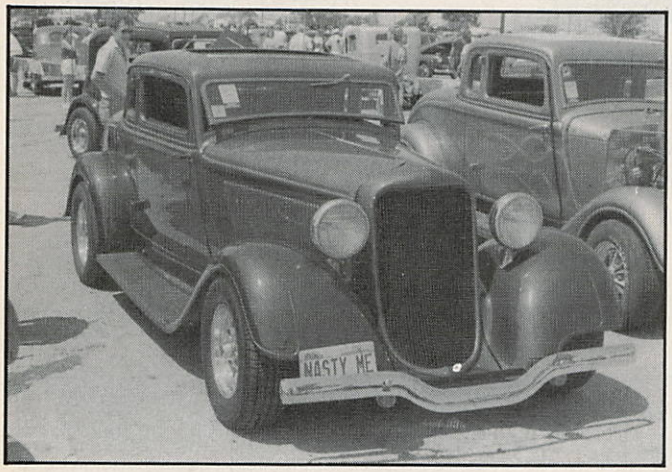
Supreme luxury is evidenced in Art Walker's Trinity, Texas, based 1933 Chrysler Imperial coupe with Chevy power.



Rick Butleurs of Burlington, Iowa, chose a 1936 Dodge two-door for his MoPar Country entry.



When Warren Skinnemoen of Beaver Dam, Kentucky, builds a MoPar, it gets critical acclaim. His 1934 Chrysler is an outstanding example.



A cut lid and a hidden supercharger atop the 350 V8 mark this 1933 Dodge coupe as belonging to Al Matson of Darien, Illinois.

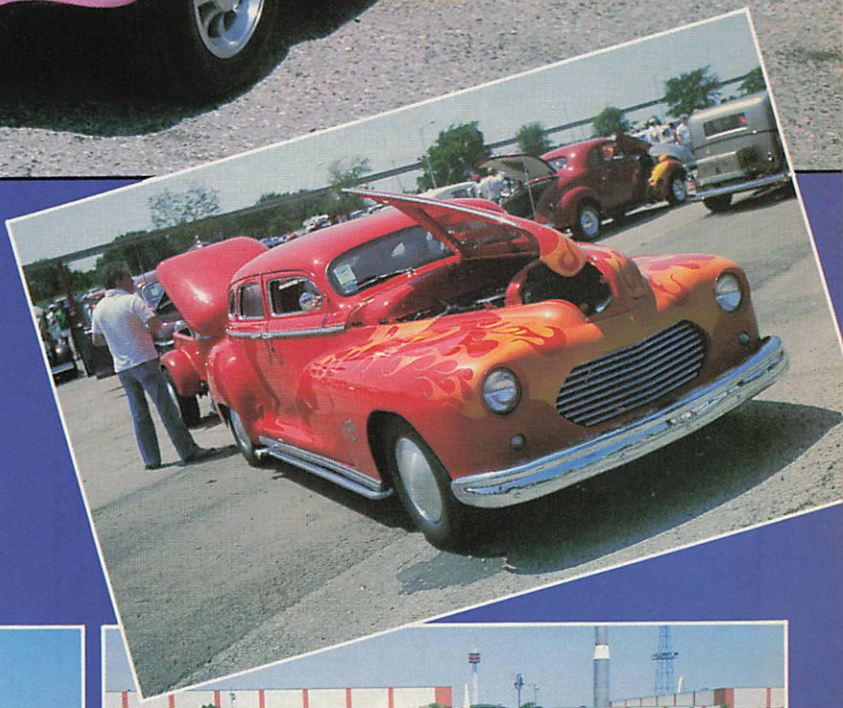
Very few 1948 Plymouth ragtops available; Paul Biell of Cibolo, Texas, chose to equip his with a 302 Ford engine.

ABOVE — Pink is in! and nothing makes the point more strongly than Gary Pithan's 1934 Plymouth from Spencer, Iowa. Note that it is also a smoothie.

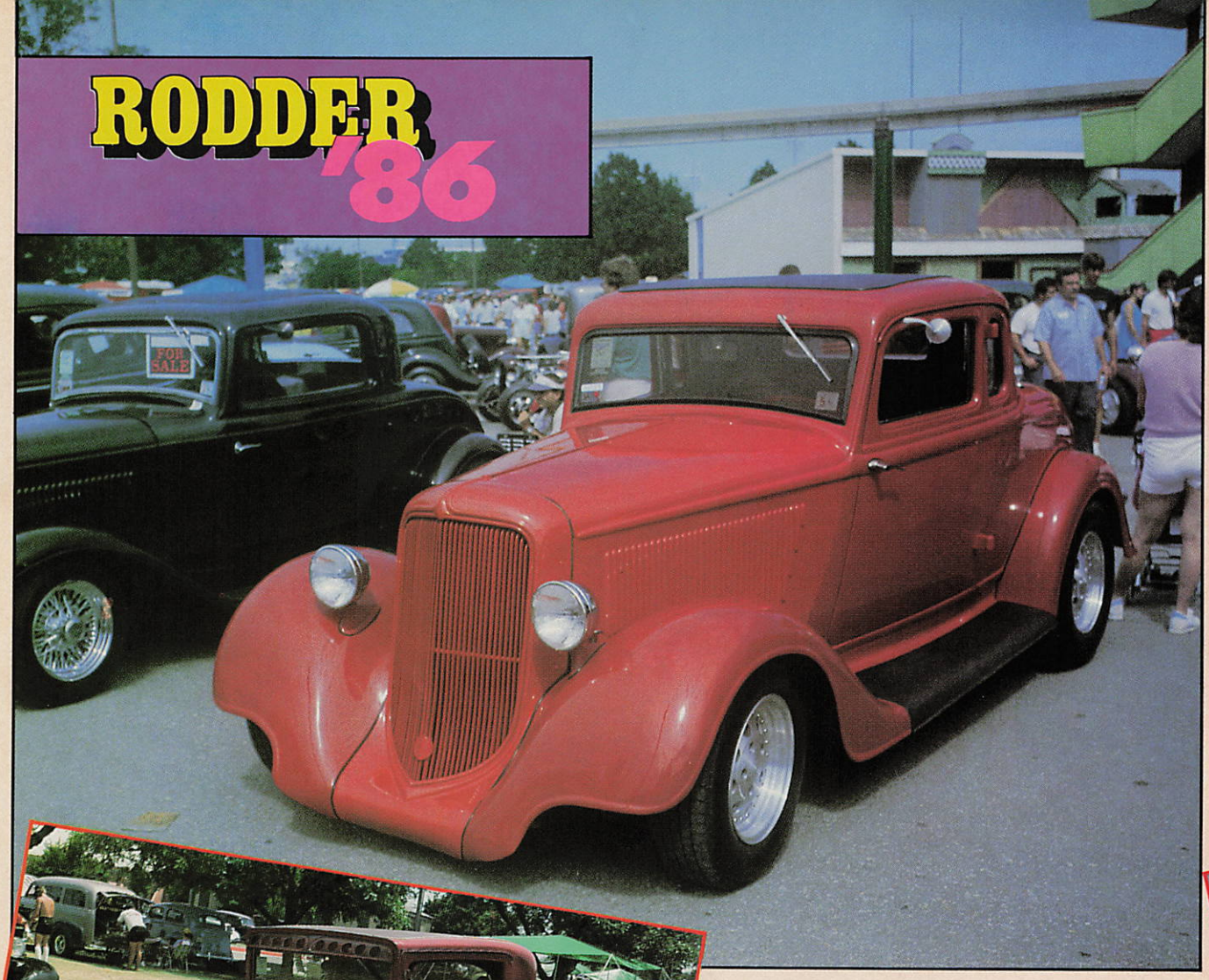
RIGHT — Out of Cherokee, Oklahoma, comes this Dean Miller owned 1948 Dodge, with tripped lid, flames, and enough custom gig to keep folks shaking their heads for hours.

BELOW — Some more red and yellow, this time the red is Steve Allen's 1936 Dodge coupe from East Moline, Illinois, lined up aside Tom Boden's 1935 Plymouth sedan from Rock Springs, Wyoming.

BELOW RIGHT — This neat Dodge hi-boy coupe from Arizona was also on display, but like many participants, the owners did not fill out the windshield sticker. So . . . who knows who owns the car.



RODDER '86

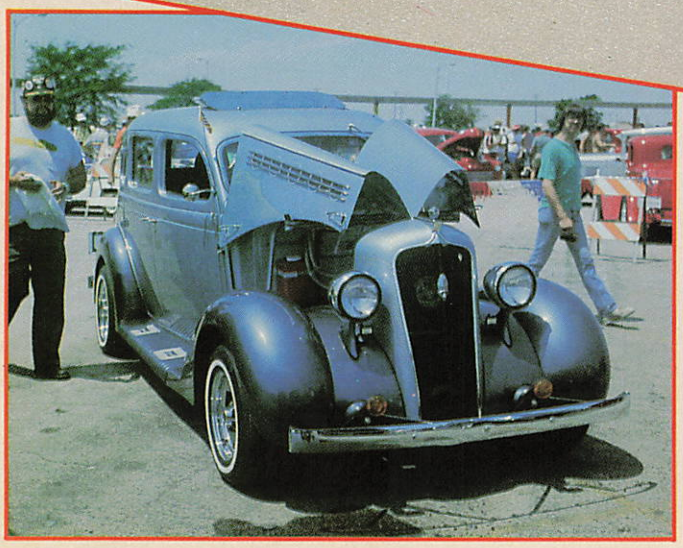


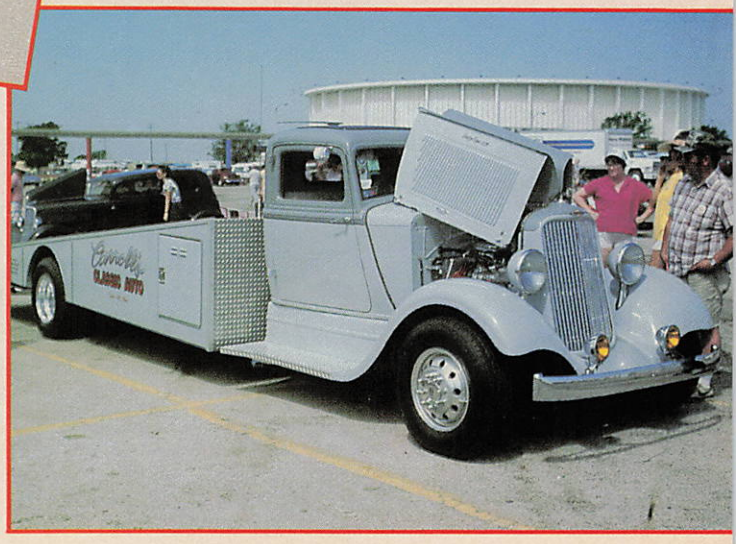
ABOVE — Floyd Palmquist owns this bright red 1934 Plymouth smoothie.

LEFT — Out of Denton, Texas, comes Russel Hamm aboard a sneaky 1932 Plymouth coupe. This type of car is not often seen at rod runs.

BELOW LEFT — Could this be the 1935 Dodge belonging to Carroll Estes out of Cedar Hill, Texas?

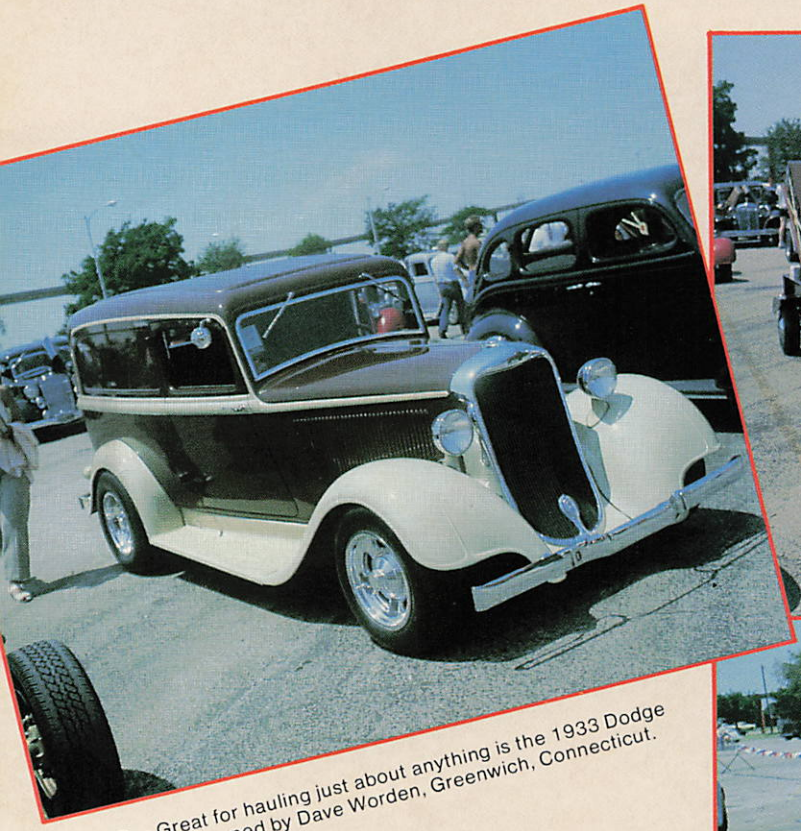
BELOW — MoPar Country had the ultimate Chrysler product in this Dodge car hauler. With cold air, to boot.



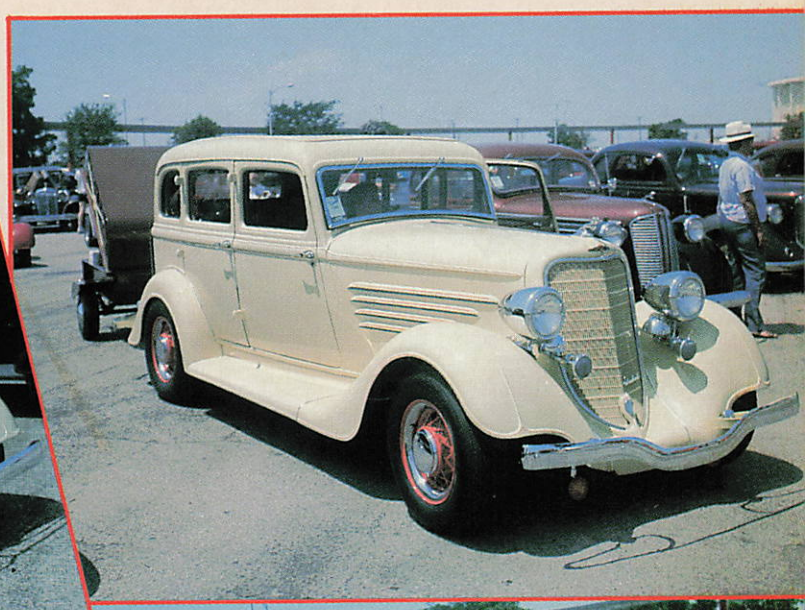


ABOVE — Daryl Holden of Kalispell, Montana, turned some heads with a nicely turned out 1932 Dodge sedan and trailer. Daryl picked up his NSRA region safety award as well.

ABOVE — Yes, we know it isn't a MoPar body. But no denying that engine has Chrysler lineage. In the specal MoPar Country show, car or engine must be from Chrysler Corporation. This T-bucket is by Randy Hoizmuller of Houston, Texas.



ABOVE — Great for hauling just about anything is the 1933 Dodge sedan delivery owned by Dave Worden, Greenwich, Connecticut.



ABOVE RIGHT — Cloyas Webb of McKenzie, Tennessee, hits the trails in a nice 1934 Dodge sedan.

RIGHT — Don't see many 1933 Chrysler Imperials around anywhere, much less one rodded as nicely as this one by Art Walker of Trinity, Texas.

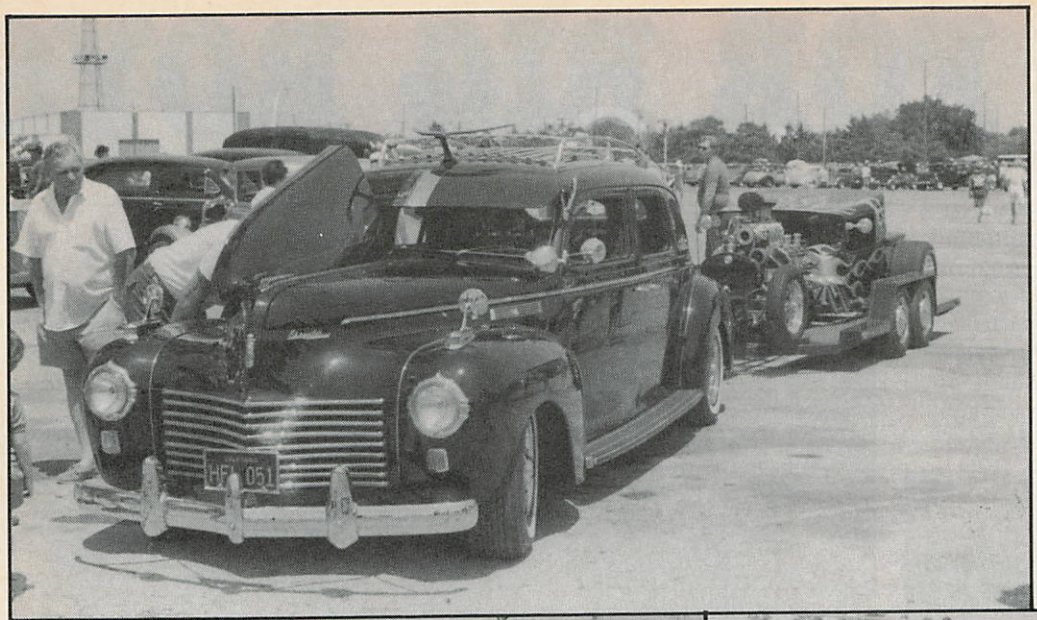
RODDER '86

RIGHT — For that matter, you don't see many sectioned 1933 Plymouth coupes, either. Ray Frost of Toledo, Ohio, uses this one.

BELOW — If you're around Beaver Dam, Kentucky, very long you soon learn about Warren Skinnemoen and his 1934 Chrysler.

Great hi-boy is what a 1934 Dodge roadster makes. Pat Weaver of Irvine, California has generated this example.

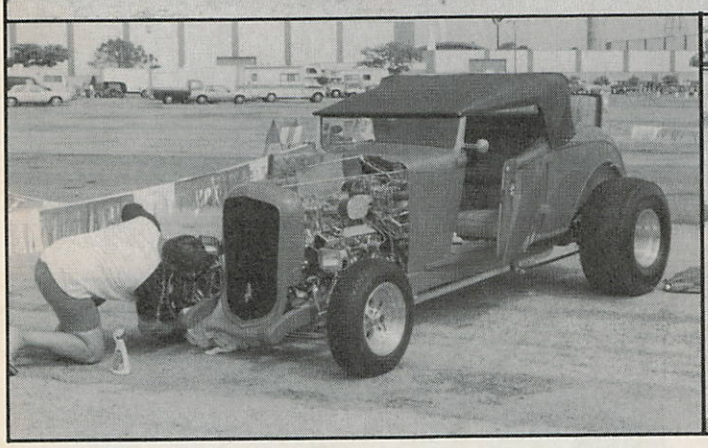
Dave Russell of Drexel, Missouri, likes humpback deliveries, so he has come with this 1934 Dodge.

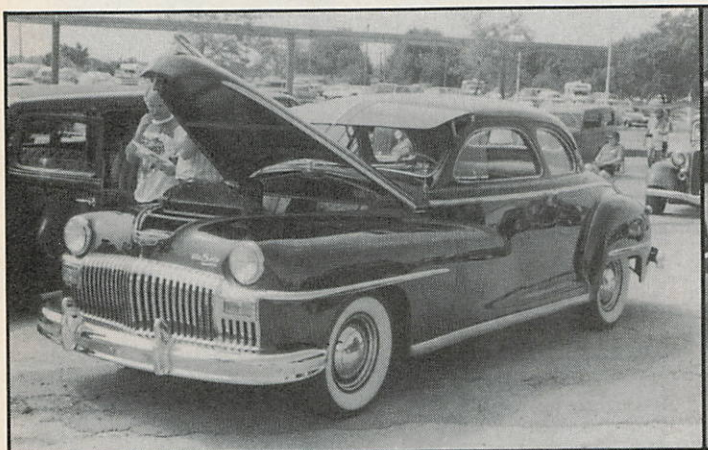


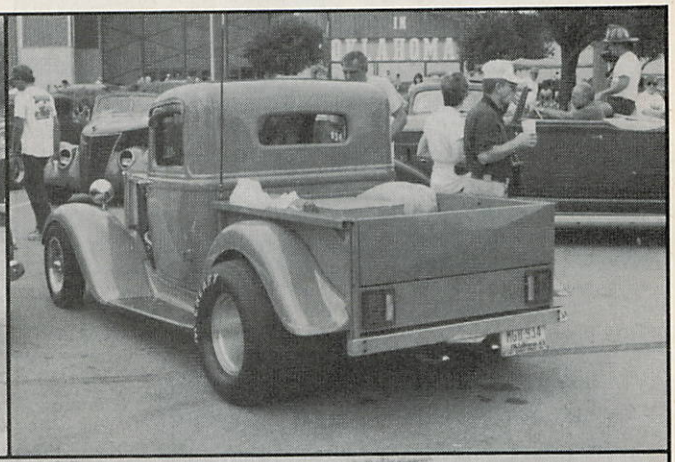
LEFT — Heavy-duty ride had everyone in agreement. Scott Ellis of Fresno, California, has chopped the top on his 1940 Chrysler nine-passenger sedan (I-o-n-g car!), installed a blown hemi, and uses it all to tow his blown hemi roadster.

BELOW LEFT — Pat Weaver of Irvine, California, braved the desert heat enroute to Oklahoma in his 1934 Dodge roadster (350 Chevy powered; the hi-boy is state of the art.

BELOW — Spring, Texas, residents Craig Dolly and Lindsay Smith chose a 1940 Dodge to chop. Those trick taillights are 1974 Pontiac.

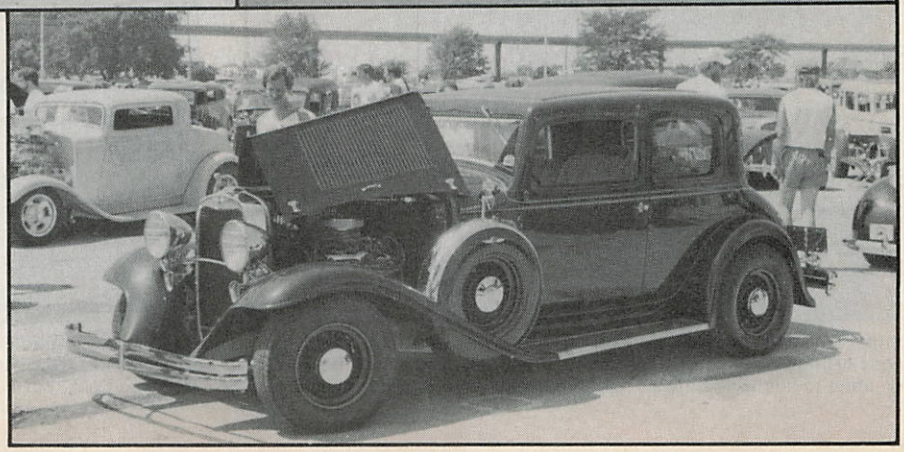






ABOVE — Hardly ever seen at a rod run is a 1947 DesSoto; this one is the pride of Warren Cox of Oklahoma.

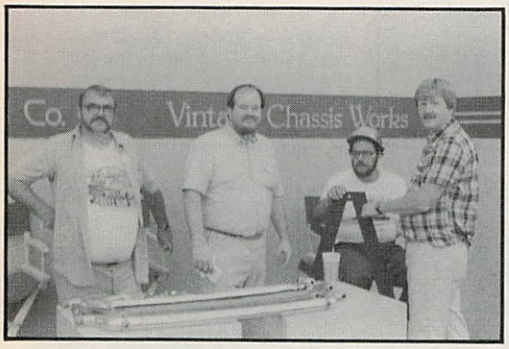
ABOVE RIGHT — Russ Egman of Muskogee, Oklahoma, had to do a lot of metal work to save the bed on his 1934 Dodge pickup, but it was worth the effort.



RIGHT — Gene Dickson of Millington, Tennessee, has concentrated on MoPars for several years now; his 1932 Dodge five-passenger coupe is the epitome of what such a car should be. It is all MoPar throughout.

TOYS FOR BIG BOYS

The NSRA Street Rod Nationals have come to include the single largest gathering of street rod equipment manufacturers and sales organizations in history. The commercial exhibits are every bit as interesting as the thousands of finished cars, and some visitors spend their entire Nationals time at the displays.



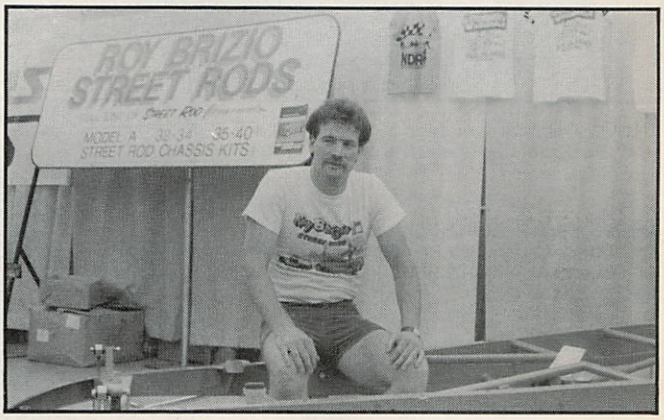
Vintage Chassis Works was manned by (left to right), Van Emblom (out of Fat Fendered Street Rods of Rancho Cucamonga, California), John Fenton, George Porinchak, and Jim Giancola.

Custom Auto Radiator out of New Jersey has been making quality cooling products for many years, Chuck Monjoy and Anita White were swamped by rodders wanting information.

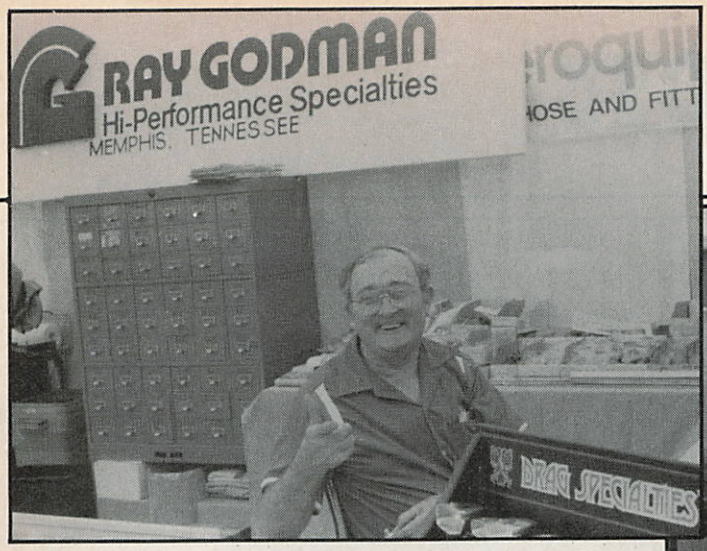
Lots more stainless steel items beginning to appear at the street rod exhibits.Classic Chassis Stainless Hardware was showing a bunch in booth staffed by (l-r) Mike Limberg, Carol Limberg, and Steve Clasen.

As always, the huge Walker Radiator Works display was a sea of activity. Neat idea was operational fans blowing through radiators since exhibit buildings were a tad warm.

Super Bell Axle Co. was represented by Roy Brizio Street Rods; the crew of (l-r) Kirk Junk, Scott Amoroso, Roy Brizio, and Jim Vickery was on hand to help with chassis questions and suspension problems.

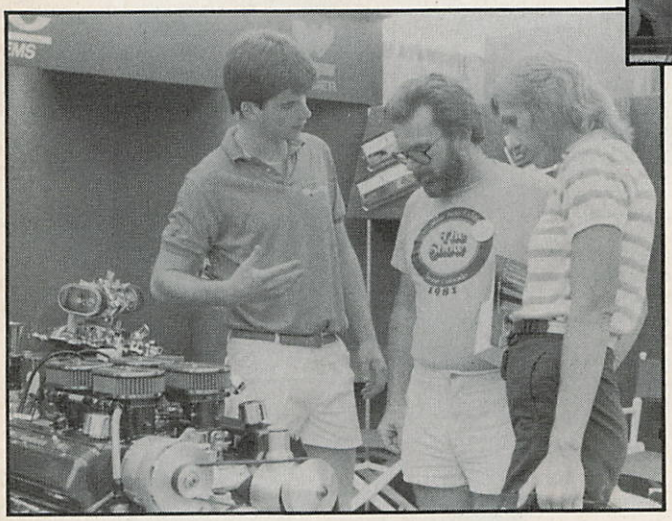


Roy Brizio manned his own storefront to talk about rod construction. Roy had picked up where dad Andy left off and is now a popular builder in Northern California; built beautiful "A" roadster given away on Saturday.



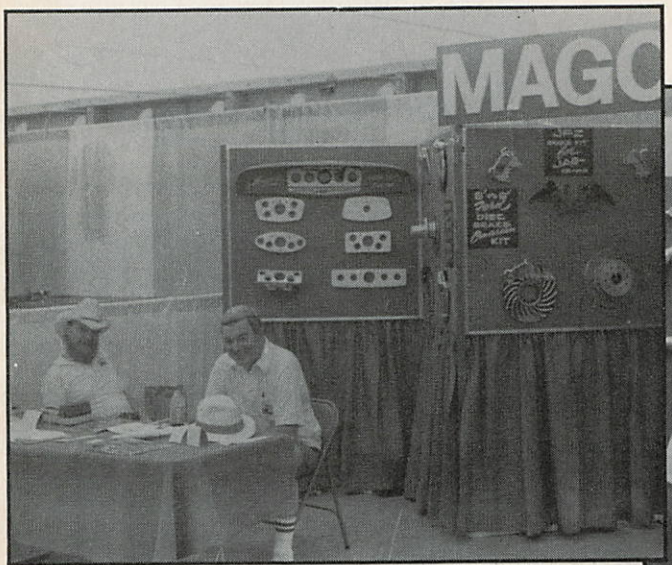
Perhaps one of the most personable friends a street rodder could have, Ray Godman of Memphis, started hot rodding with a drag roadster many years past. His fittings business is doing very well.

Mike Cox (left) and Bill Wadley of The Glass House show off what can be done with automotive glass when an expert gets to it.



Michael Benton is intent on demonstrating to two potential customers the advantages of the Inglese induction systems.

Judy and Paul Durall from Valley Auto Accessories Manufacturing were doubly happy with the rod nats, having also picked up the title of Manufacturer Of The Year from NSRA.



The Magoo's area was amply controlled by Darrel Zipp (hiding under the hat) and Gene Vredenburgh. Rodders are sometimes awed by the "big name" companies and personnel, but shouldn't be, since the folks are there specifically to talk hot rodding.

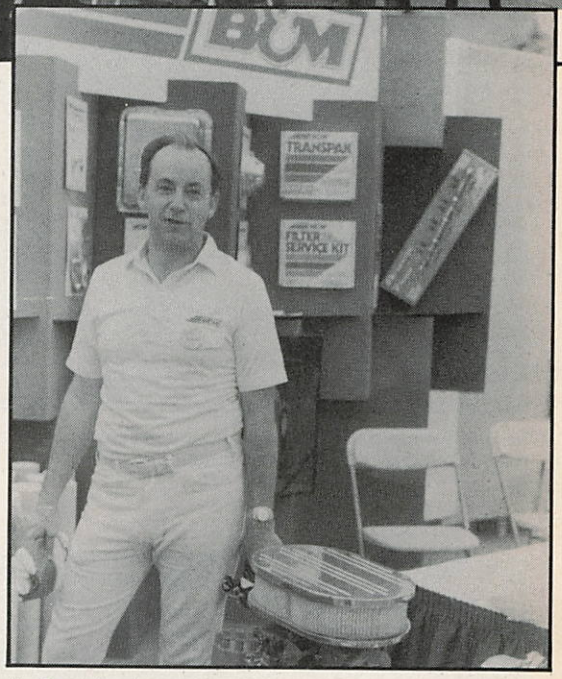
The interesting thing about the California Street Rods personnel is that they only had first names, such as Lary, Mike and Chuck, (left to right) and they could only pause briefly before seeing to the crowd.

TOYS FOR BIG BOYS

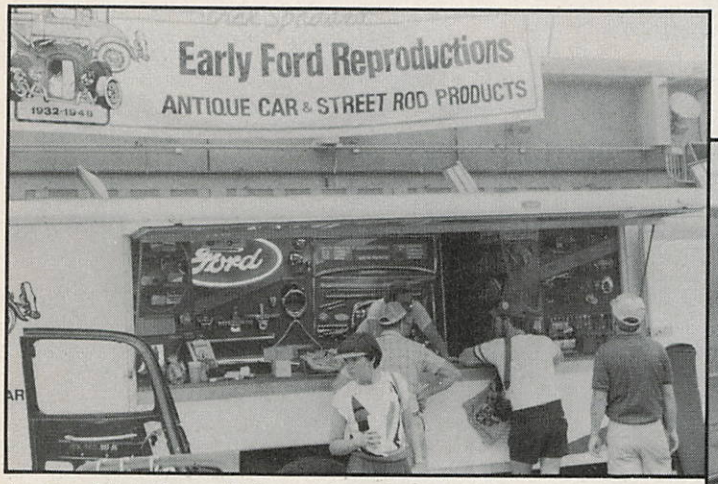
Justin and Larry Chaney brought the entire Early Ford parts display trailer system into the exhibits building. This is one neat way to show lots of wares and meet people one-on-one.

ABOVE — Jerry Kugel has been around every form of hot rod, and applies this high performance knowledge to street products. His new independent front suspension was center of interest at the Nats.

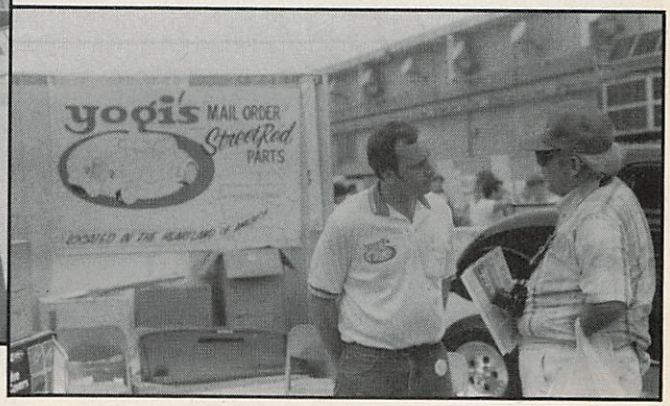
Dennis Carpenter Reproductions display takes acres of room wherever it appears, and it is one of the busiest of places for rodders looking for hard to find parts.



Jim Davis has been the head man at B&M Automotive for many years now. He is especially excited about how the B&M supercharger is working out in street applications.

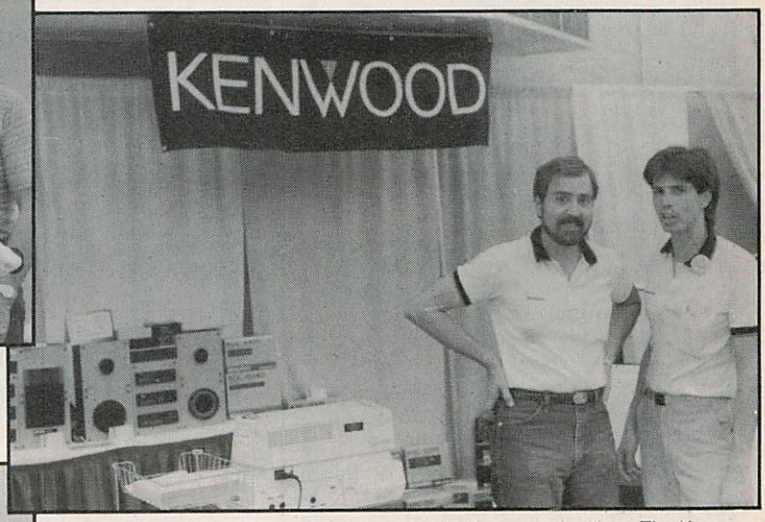


Another full trailer exhibit was that of Dick Spadaro Early Ford Reproductions. Quality of street rod parts is improving yearly, leading many restorers to utilize the same sources.



Out of Wyoming, Iowa, Yogi's street rod parts and their booth, handled by Mel Somerville, here intent on question from a customer.

Enos Components of San Luis, California, was represented by (l-r) Dennis Enos, Carol Doi, Deloris Enos, and Manual Enos.



Several electronics companies were in evidence at the Nats. The Kenwood display was ably manned by Warren Essin and Robert Kirkpatrick.

These folks have been seen at many a rod and restoration car meet. Hank and Lois Rootlieb are treasured friends of the industry, and their vintage Ford hoods and fenders are seen just about everywhere.

The Brassworks was represented by Fred Gouveia and Steve Widmayer, both trying to look cool in the Oklahoma heat.

R.H.S. Performance Engineering out of Memphis sent along Skeeter Tedesco (left) and Charlie Pilgrum (right) to tell people about engines. Big Steve Bowen of Competition Cams was enlisted for all the heavy duty stuff.

Dick Williams (left) is the driving force behind Poli Form products and he was plenty busy trying to hustle around the large display of fenders and bodies to answer customer inquiries.

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- Fits 265ci thru 400ci Chevys

Features: 1⅝" round port, 16 gauge steel material, 5/16" thick flanges.

Kit Includes: Street hookups, special header bolts and gaskets.

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Chrome **$229.95**pr.
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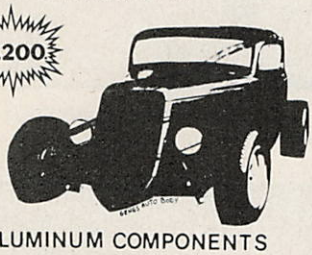

* ALUMINUM COMPONENTS A SPECIALTY *

WILLY WORKS 40-41 FIBERGLASS BODIES

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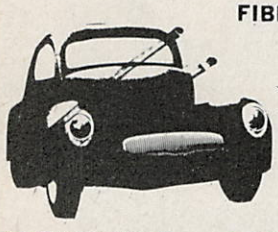

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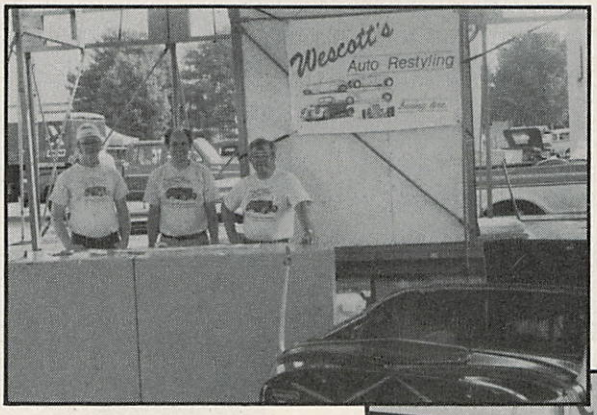
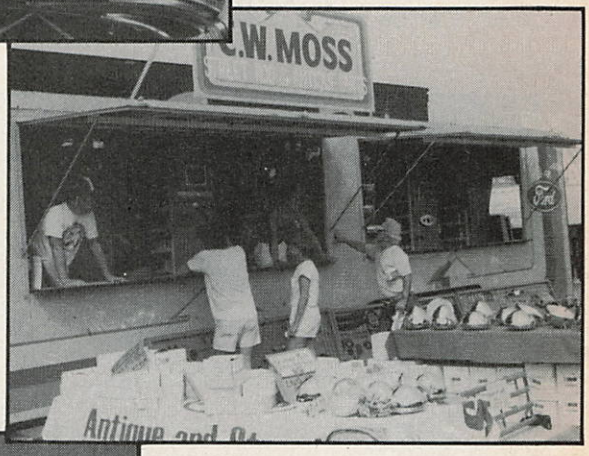
Syracuse, N.Y. *13220*

VISA MasterCard **315 6239861**

TOYS FOR BIG



LEFT — Perhaps the man who started the entire hot rod fiberglass industry is Dee Wescott, right, whose northern Oregon factory is still in operation decades later. Sons Tim (left) and Carl are very much a part of the business.

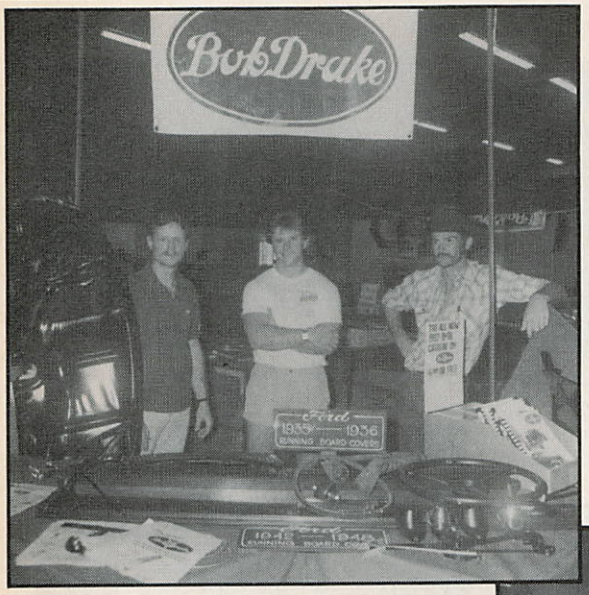


RIGHT — C.W. Moss opted to put his large parts trailer outside between the two large exhibits buildings. There was a constant stream of rodders through the area

LEFT — Street Specialists out of Independence, Missouri, came to the show with crewmembers Jim Alvested, Mike Winfrey,a nd Rick Hunter (l-r).

RIGHT — Steve Brooks wanted to rest from the action a bit, but Tom Owens chose to face the mobs in the Edelbrock area. With emphasis on full induction systems, Edelbrock is making a strong bid in the street market.

BOYS

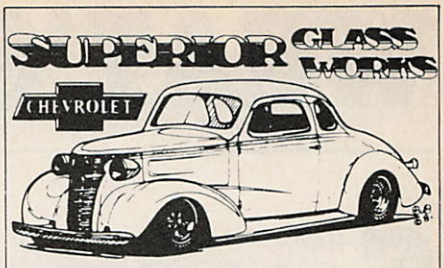


LEFT — Peter Mostowa, Shannon Fain, and Mike Wessels (l-r) were the people to talk to in the Bob Drake area, which was a sea of parts to please the most grumpy of rodders.

RIGHT — Gary Heidt and Jack Moon had plenty of business explaining the finer points of the Heidt's steering column hookup kit and new front suspension components.

LEFT — Jim Meyers from Technical Fabrications had a full line of custom machined parts, ranging from aluminum billet door handles to dashes to throttle pedals.

RIGHT — From Gennie Shifter came Linda and Tom Phipps to field hundreds of questions about their full line of street parts. The pair was perhaps as busy as anyone could possibly be during the Nats.



QUALITY CHEVROLET FIBERGLASS BODY PARTS

- **FRONT FENDERS**
  1933, 1934 Master
  1934-'35 Standard
  1937-'38, 1939, 1940
  1934, '35, '36, '40 Pick Up
- **REAR FENDERS**
  1933, 1934 Master
  1933, 1934-'35 Standard
  1937-'38, 1939, 1940
  1934, '35, '36,, '40 Pick Up
- **RUNNING BOARDS**
  Stock-Smooth-Simulated Mat
  1933, 1934 Master
  1934-'35 Standard
  1937-'38, 1939
  1940 (Smooth, Sim. Mat Only)
  1934-'35, 1936 Pick-Up
  (Stock, Smooth Only)

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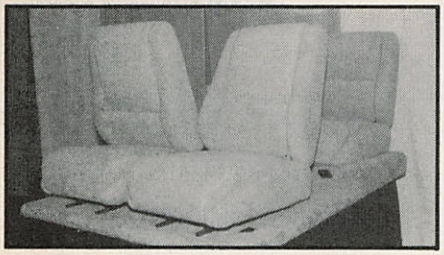
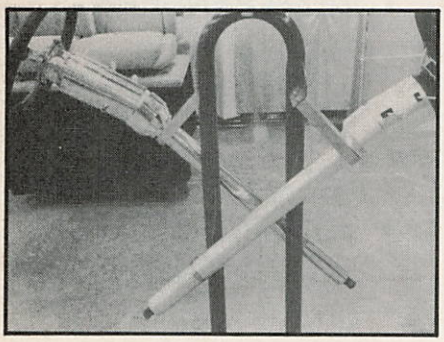
WHAT'S NEW?

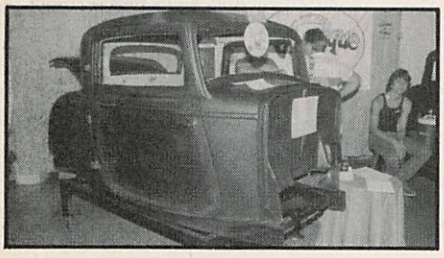
Street rod equipment businessmen vie for top honors in several sales categories at the Street Rod Nationals. Every product makes the rod builder a winner, but only a few can be named best of the bunch.



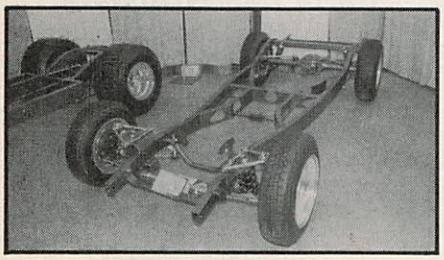
Tea's Design of Rochester, Minnesota offers matching reclining front and rear seats for 1928-'34 Fords for a reasonable price.



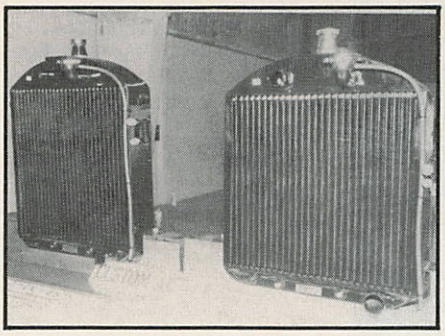
Ididit, Inc. manufactures beautiful aluminum tilting (right) and Tilt/Tele steering columns that come either polished or brush finished.



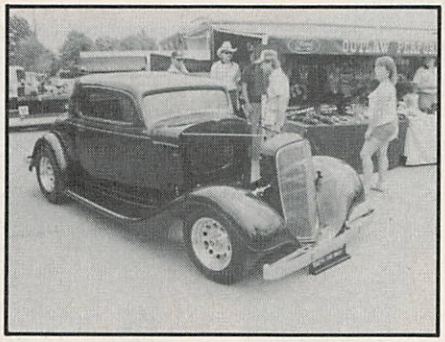
We found the Vintique Reproductions '32 coupe body to be one of the very best. It's built with strength in mind and even features a hinged glove box door.



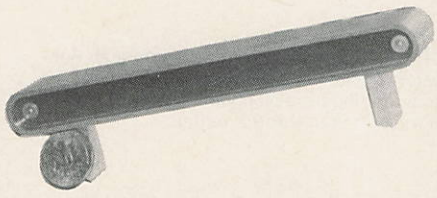
Complete repro chassis for 1937-'39 Chevys are now produced by Baltimore, Ohio's Progressive Automotive.



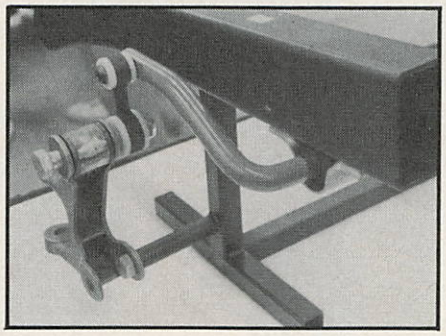
Custom Auto Radiator has added 1917-'23 Ford and 1924-'27 Ford models to their line of Frosty Radiators that feature built-in A/C condensers.



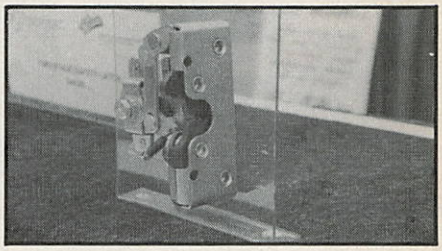
Outlaw Performance, of Avonmore, Pennsylvania won the Best New Street Rod Product of The Year in the "Over $501 price class" with their very nice 1933-'34 Chevrolet coupe body.



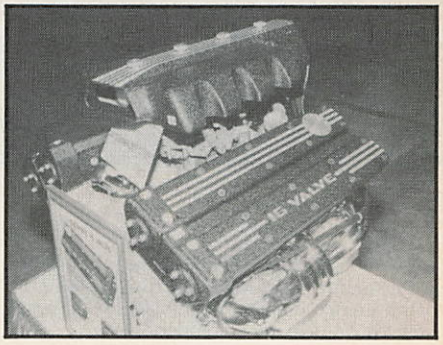
Winning both the "Up to $101" price category award and the "Best Safety Related Product" award was Valley Auto Accessories' aluminum safety brake light.



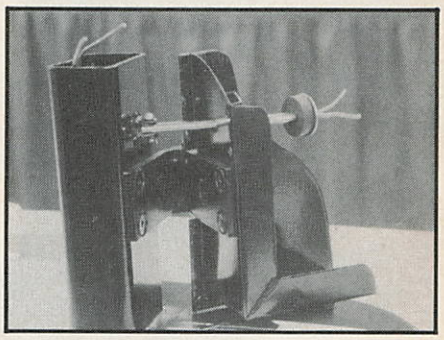
Chassis Engineering took home the trophy awarded to the winner of the "$101-$500" class with their bolt-on anti-roll bar for 1928-'34 Fords.



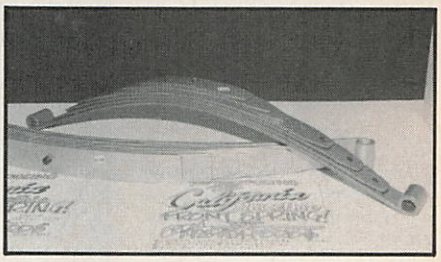
Another great safety-related product on display was Windsor Fabrications' double-action door catch, a must on suicide-doored street rods.



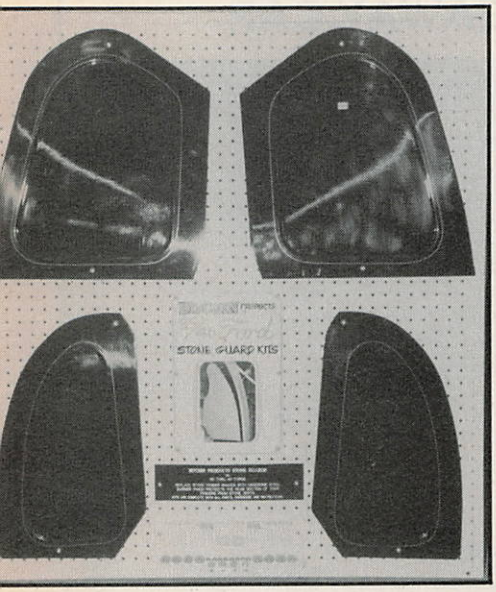
Do you want your small-block Chevy to look like the Bowtie Indy motor? Then Gennie Shifter has just what you need in the form of these cast aluminum "DOHC-16 valve" valve covers and a trick air cleaner/distributor cover.



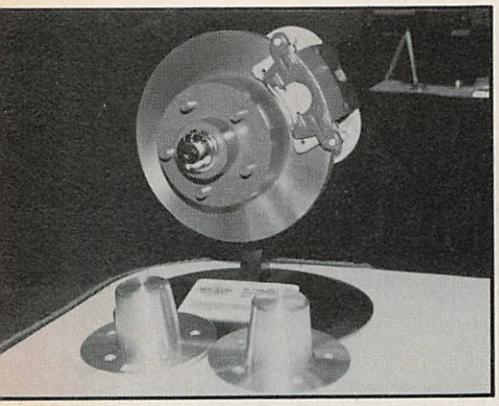
No more pinched power window and speaker wires in the door jambs thanks to Racemaster's hollow door stops.



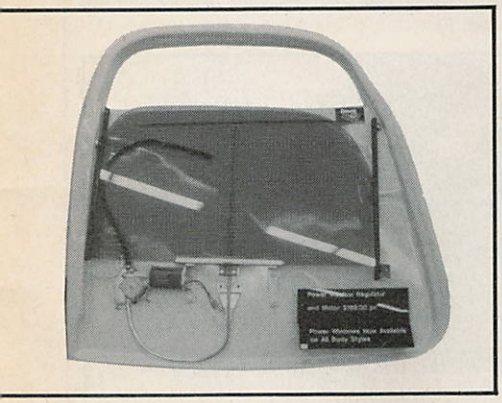
Specialized Auto Components entered their new "California Smoothie" springs in the judging. Designed for '28-'34 Fords and 1934-'40 and '41 Ford pickups, they feature teflon pads held in place by a button that protrudes through a hole drilled in each leaf.



You can now replace the stock fender braces on your '35-'40 Ford with these Bitchin' Products' steel stone guard/fender braces that protect the rear section of your fenders from stone dents.



Magnum Axle Company entered several new products among which we noted these cast aluminum, machine finished axle dress-up covers and their Economy Disc Brake Kit.



Downs Manufacturing, a fiberglass reproduction parts specialist, now offers universal power window kits.

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Stocking Dealer for:
Walker Radiator • Deuce Factory • Posies
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Our electric fan and aluminum fan brackets help the finest rods keep their cool. Whether you choose our 12-in. hi-po or 14-in. heavy-duty, you get the best in ball-bearing motors, and fan brackets in widths of 17.5, 18, 19, and 21-inches, to fit street rods from T's to Fat-Fenders.

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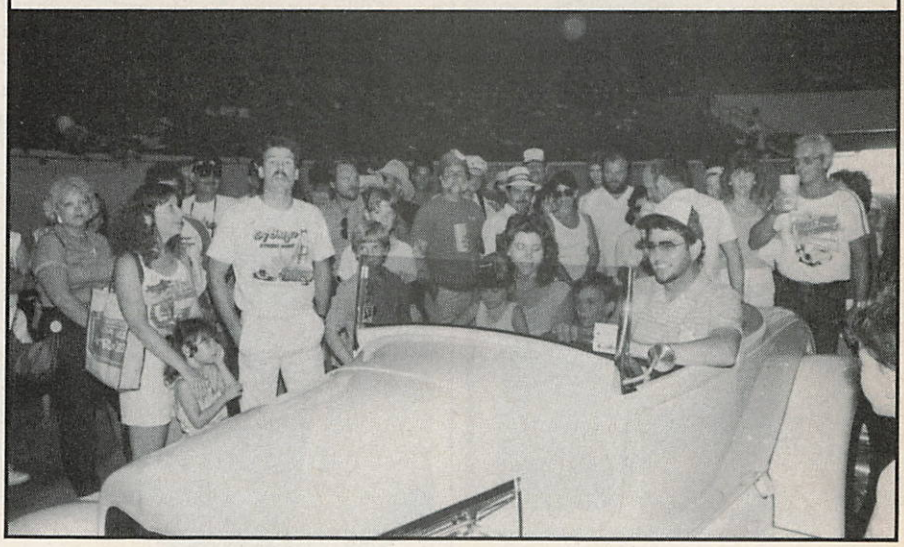
And Finally . . .

THE WINNERS!

From the very first Street Rod Nationals, there has been an effort to downplay picking a best street rod of all those in attendance. But some kind of special recognition is due those cars and builders who have excelled in unique ways.

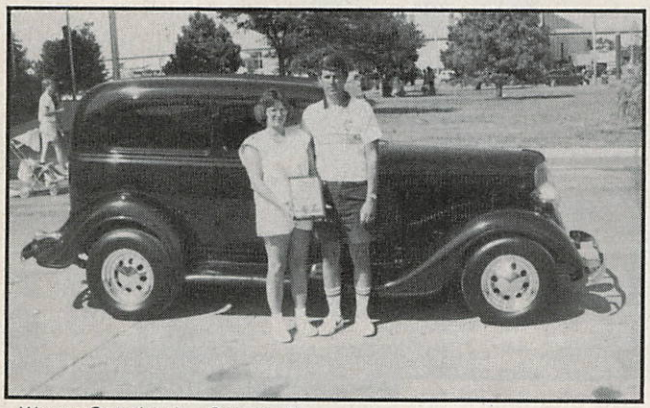
THE '86 GIVEAWAY CAR



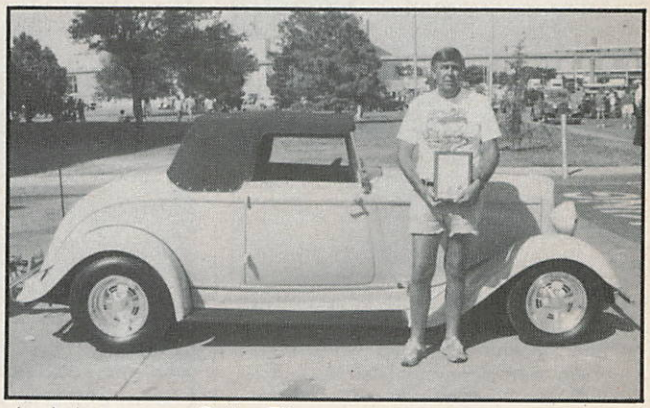
RIGHT — Roy Brizio (center) built this year's NSRA Nationals giveaway car, a bright yellow full-fendered 1929 Ford roadster. He is seen here signaling his approval as the drawing winners, Fred and Sandra Swartzlander, drive away from the Oklahoma Fairgrounds Exposition building where the drawing was held.

FIVE MOPAR SELECTIONS

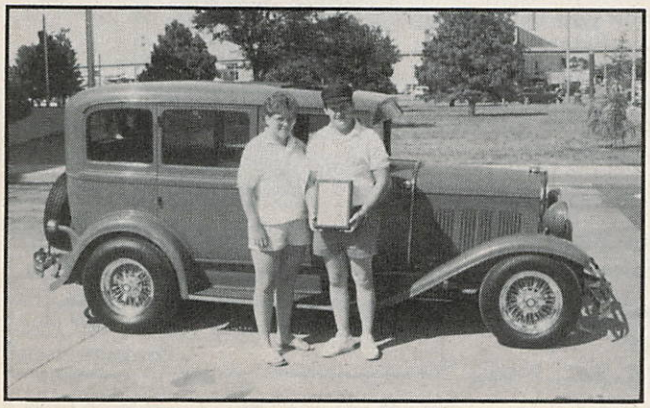
Wayne Copeland	Galena, IL	27	1934 Plymouth 2 Door Sedan
Joe Lehmer	Dallas, TX	108	1933 Dodge Convertible
Joe McDowell	Cottage Grove, MN	1744	1929 Chrysler 4 Door
Billy Robers	Roland, OK	3660	1937 Ford Coupe
Gary Hickey	Memphis, TN	3661	1933 Plymouth 4 Door



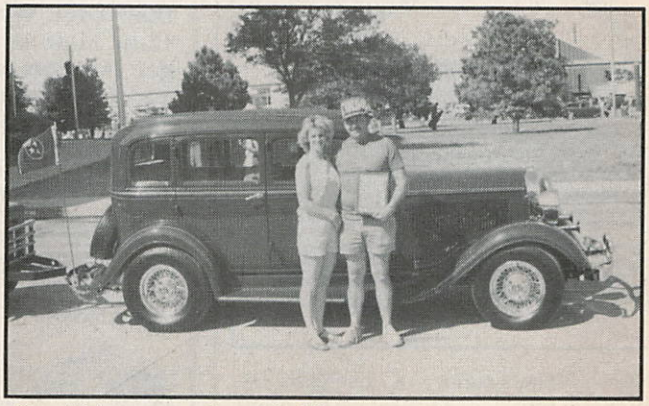
Wayne Copeland Galena, IL



Joe Lehmer Dallas, TX



Joe McDowell Cottage Grove, MN



Gary Hickey Memphis, TN

1986 NSRA STREET ROD NATIONALS EVENT WINNERS

	NAME	CITY, STATE	ENTRY #
PUSH ROD DROP			
First	Karen Klucas	Apple Valley, MN	255
KIDDIE WASHER STACK			
Age 0 - 6			
First	Michael Romoc	Etna, PA	1644
Age 7 - 11			
First	Craig Andreen	Litchfield, MN	2240
Age 12 - 15			
First	Tom Charney	Colchester, CT	270
DEAD EYE DOINS			
Open			
First	Roger Jackson	Carl Junction, MO	784
Closed			
First	Ken Grimes	Carrollton, OH	5
VOLLEYBALL			
First	Resurrected Tin	Pella, IA	
McGARD KIDDIE WHEEL LOCK			
Age 0 - 6			
First	Jesse Witson	Ottumwa, IA	1461
Age 7 - 11			
First	Paul Schunke	Indianapolis, IN	1555
Age 12 - 15			
First	Tom Charney	Colchester, CT	270
GARAGE LOCK GAME			
First	Robert Keyes	Jackson, MI	3073
Second	Bill Turner	Burleson, TX	1492
KIDDIE YARD DARTS			
Age 0 - 6			
First	Brian Naramore	East Peoria, IL	2659
Age 7 - 11			
First	Emily Schunke	Indianapolis, IN	1555
Age 12 - 15			
First	Tonya Naramore	East Peoria, IL	2659
STREETKHANA			
Women's "A"			
First	Tracy Foster	Enid, OK	4450
Women's "B"			
First	Linda Jackson	Carl Junction, MO	784
Men's "A"			
First	Chuck Lininger	Cortland, OH	4529
Men's "B"			
First	Paul Walker	Churubusco, IN	217
KIDDIE LIFTER STACK			
Age 0 - 6			
First	Angela Hamblin	Waco, TX	2931
Age 7 - 11			
First	Craig Andreen	Litchfield, MN	2240
Age 12 - 15			
First	Tom Charney	Colchester, CT	270
TOT ROD LYMPICS			
PUSH ROD DROP			
Age 0 - 6			
First	Tony Ignoffo	Arlington Hts., IL	511
Age 7 - 11			
First	Emile Schunke	Indianapolis, IN	1555
Age 12 - 15			
First	Robert Contreras	San Antonio, TX	3516

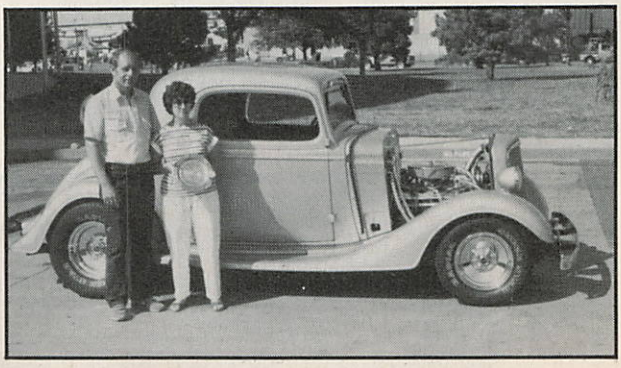
	NAME	CITY, STATE	ENTRY #
FAN BELT FLIP			
Age 0 - 6			
First	Jeffrey Gottfried	Kernersville, NC	1011
Age 7 - 11			
First	Rusty Jackson	Carl Junction, MO	784
Age 12 - 15			
First	Tonya Naramore	East Peoria, IL	2759
WATER HAUL			
Age 0 - 6			
First	Tony Ignoffo	Arlington Hts., IL	511
Age 7 - 11			
First	Jenny Boger	East Alton, IL	678
Age 12 - 15			
First	Robert Contreras	San Antonio, TX	3516
VALVE HUNT			
First	Bob Charney	Colchester, CT	270
Second	Jim Elmer	West Sedalia, AZ	2968
Third	Virginia Schunke	Indianapolis, IN	1555
NUTS & BOLTS			
First	Bill Turner	Burleson, TX	1492
STEER AND SPEAR A SPUD			
OPEN			
First	Bob Douglas & Frank Falco	Lenexa, KS Independence, MO	2097
CLOSED			
First	Jim Schmitz & Jeri Schmitz	Fond du Lac, WI	64
ROD-A-RAMA			
WASHER STACK			
First	Karol Gaines	Champaign, IL	831
Second	Linda Jackson	Carl Junction, MO	784
PAPER ROLL			
First	Joe & Martie Reich	Renton, WA	5417
Second	Dawayne & Karol Gaines	Champaign, IL	831
BELLIE BALL			
First	Joe & Martie Reich	Renton, WA	5417
Second	Eddie & Virginia Albanese	Beaumont, TX	1045
KIDS KOMPETITION			
BEAN BAG			
Age 0 - 6			
First	Ryan Williams	Arkansas City, KS	5495
Age 7 - 11			
First	Ryan Faber	Mentor, OH	256
Age 12 - 15			
First	Jay Faber	Mentor, OH	256
FOOTBALL KICK			
Age 0 - 6			
First	Ryan Williams	Arkansas City, KS	
Age 7 - 11			
First	Dusty Boatright	Midwest City, OK	
Age 12 - 15			
First	Steve Sloiner	Mentor, OH	

1986 NSRA STREET ROD NATIONALS EVENT WINNERS

CLUB PARTICIPATION AWARD
North Atlanta Street Rods

ASSOCIATION PARTICIPATION AWARD
Iowa Street Rod Association

LONG DISTANCE
Continental USA
Tom Van Dyne Brewer, ME
Outside Continental USA
Lew Henry Christchurch, New Zealand



RODDER '86 THE WINNERS!

CIRCLE OF WINNERS

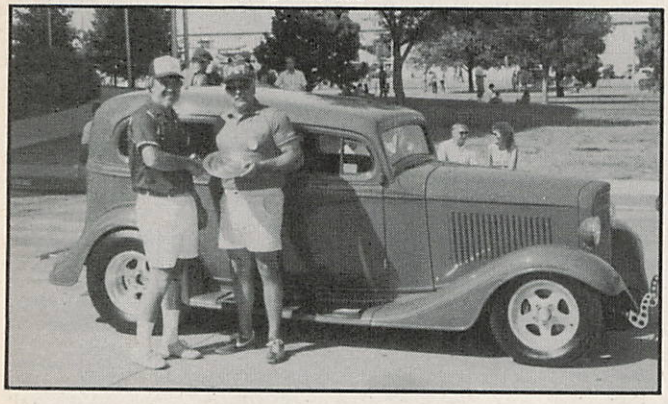
NSRA FIELD FORD SELECTIONS

North East Division	Tom Shallcross	Middletown, DE	3548	1933 Chevrolet Tudor
South East Division	Rick Mitchell	Kannapolis, NC	1414	1936 Ford ½ Ton
North Central Division	Jim Talaga	Joliet, IL	1686	1932 Ford Cabriolet
South Central Division	Carroll Estes	Cedar Hill, TX	2279	1935 Dodge Car Hauler
West Central Division	William Jones	Wathena, KS	918	1934 Ford Coupe
North West Division	Bill Martines	Lakewood, CO	4522	1937 Ford Convertible
South West Division	Bill Campbell	San Jose, CA	2353	1947 Ford Convertible

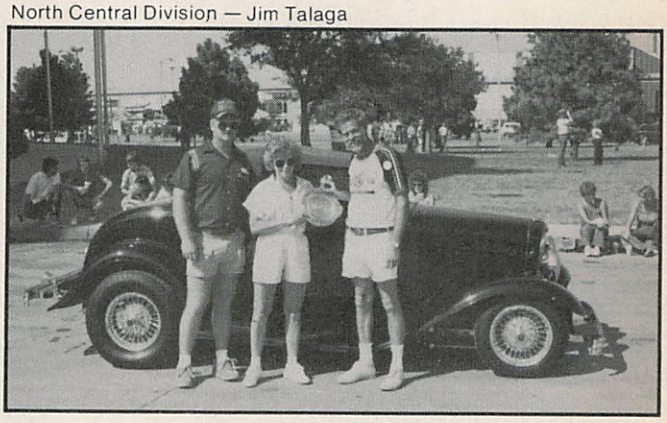
NSRA SAFETY DIVISION SELECTIONS

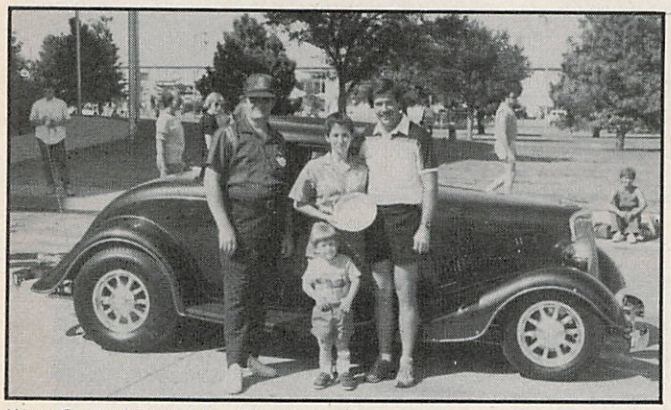
North East Division	Larry Rhodes	Bear, DE	600	1935 Chevrolet Coupe
South East Division	Roland Cardwell	Friendsville, TN	78	1940 Ford 2 Door
North Central Divison	Kirby Stafford	Danville, KY	4318	1940 Ford Coupe
South Central Division	Dennis Glass	Amarillo, TX	748	1932 Ford Victoria
West Central Division	Byron Bode	Bloomington, MN	2439	1937 Buick 4 Door Special
North West Division	Daryl Halden	Kalispell, MT	4423	1932 Dodge 4 Door
South West Division	Fred Badberg	Arleta, CA	4336	1935 Ford Sedan

North East Division — Tom Shallcross

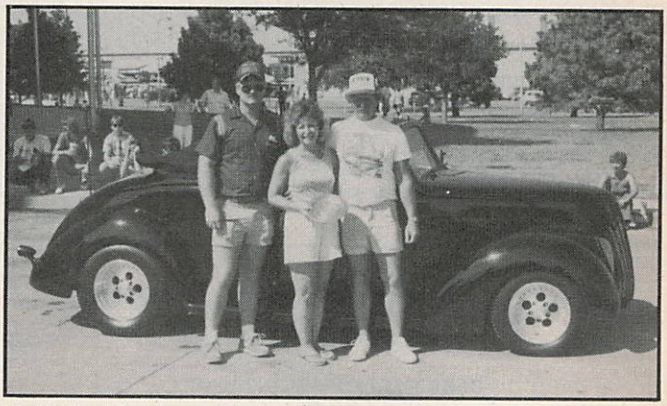


North Central Division — Jim Talaga





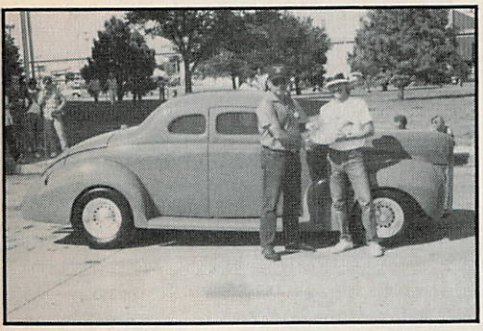
West Central Division — William Jones



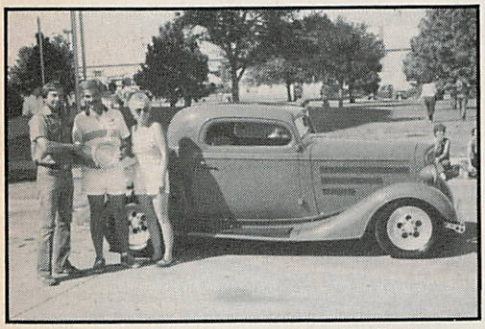
North West Division — Bill Martines

ENGINE WINNERS

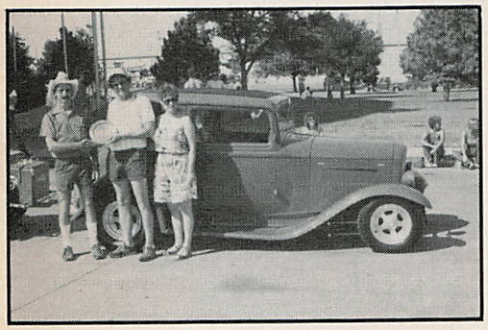
Chevrolet V-6 Engine (Sunday)	Buford Spanier	Florence, KY	
Chrysler V-6 Engine	Jack Nolte	Olathe, KS	
1929 Ford Roadster Winner	Fred Swartzlander	Orlando, FL	5235



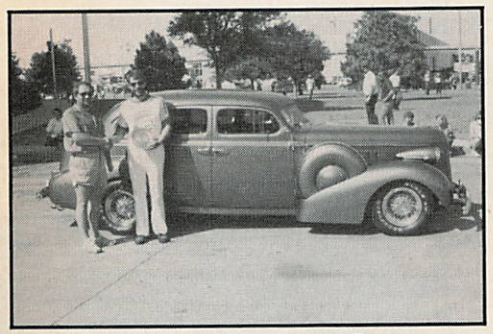
North East Division — Larry Rhodes



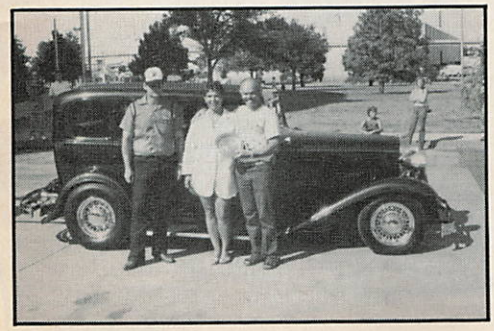
North Central Division — Kirby Stafford



South Central Division — Dennis Glass

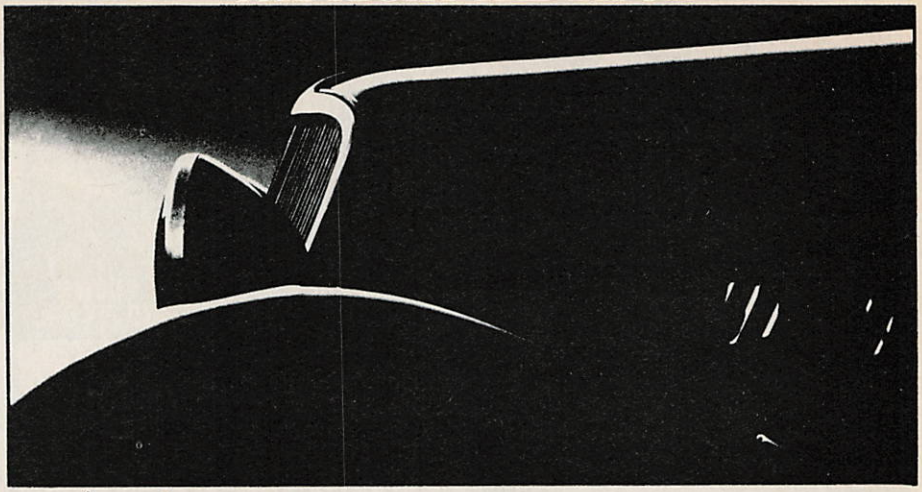


West Central Division — Byron Bode



North West Division — Daryl Halden

THE RIGHT RADIATOR



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Your favorite Street Rodder Magazine has attractive window decals. White background with bright red Street Rodder logo are now available for you and your Street Rodder friends. Measure 3½" x 1¾". To order, send $1 for two decals, along with a self-addressed stamped business-size envelope to:

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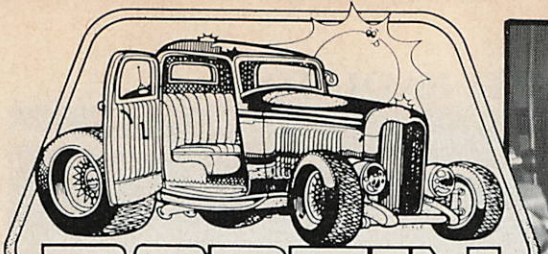

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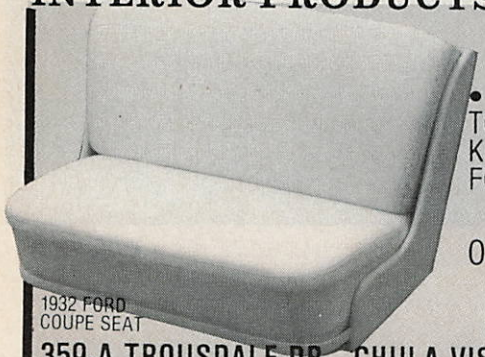

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Some folks liked the sun and the warm (not hot) weather. They just merely parked out on the grass, set up their chairs and tents and enjoyed the day.

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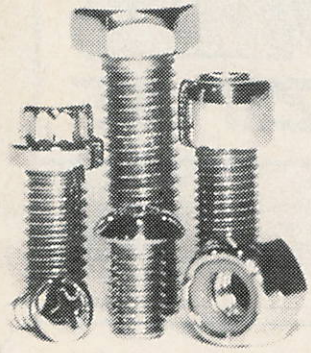
Don't be afraid to open your hood!



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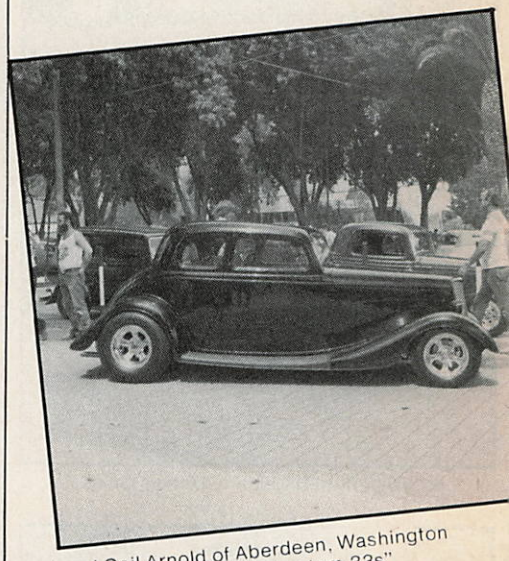

Hal and Gail Arnold of Aberdeen, Washington built another one of the "Phantom 33s" originally penned by Thom Taylor. It features Jag independent suspension front and rear.

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WESTERN STREET ROD NATIONALS #10

The Best One Yet

Pleasonton, California — site of the Tenth Western Nationals. I'd never heard of it. We found it on the map, made the trip and arrived at "a most pleasant place." The Alameda County Fairgrounds were absolutely superb! There was enough shade for the record crowd. Many people erected tents but they really weren't needed. There was plenty of space to sit in the cool 70-degree plus weather. Humidity was low as well. It was nice to be closer to the ocean than the valley of Merced. For my vote, the Western Nationals could stay here every year from now on.

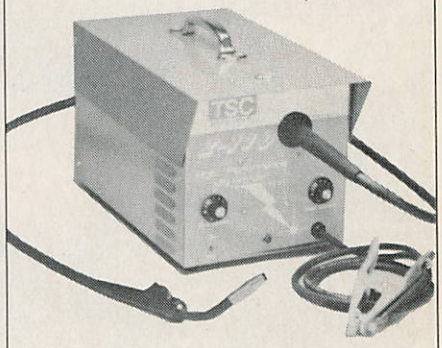
Yellow and red were the "in" colors this year and the 1937s are multiplying like crazy.

The Incredible...

"MEAN MACHINE"

Z-110

HIGH PERFORMANCE MIG WELDER



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PRIMARY INPUT—110 Volts
PRIMARY AMPS—20
OUTPUT AMPS—100
MAX OCV—27 volts DC
FUSE—20 AMP Slo-Blo
POWER CORD—16 FT.
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WELDING GUN—TWECO w/8' cord
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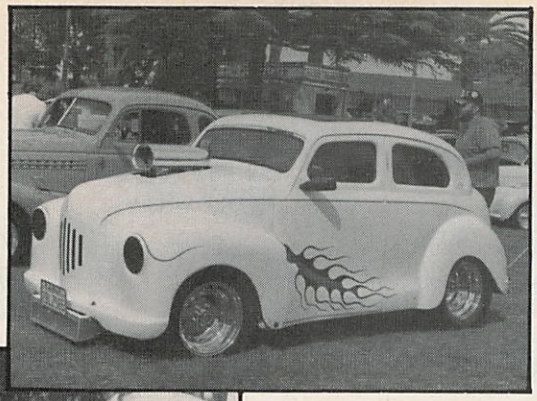
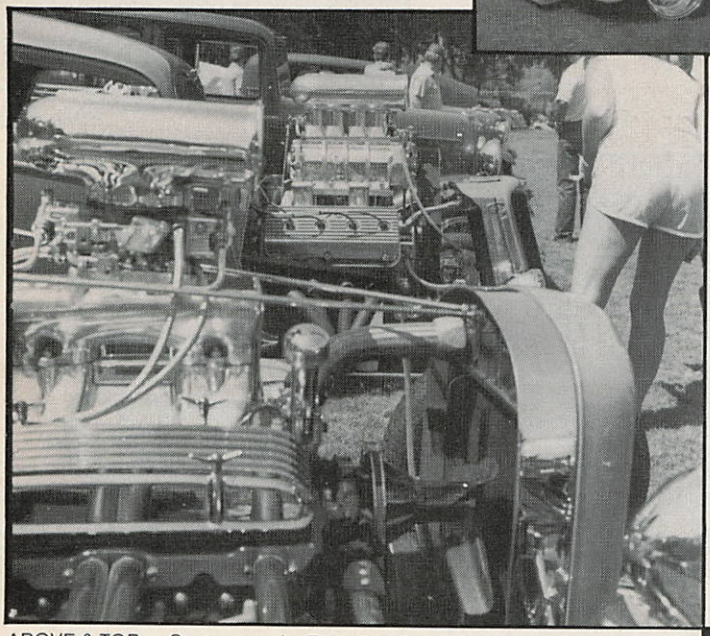
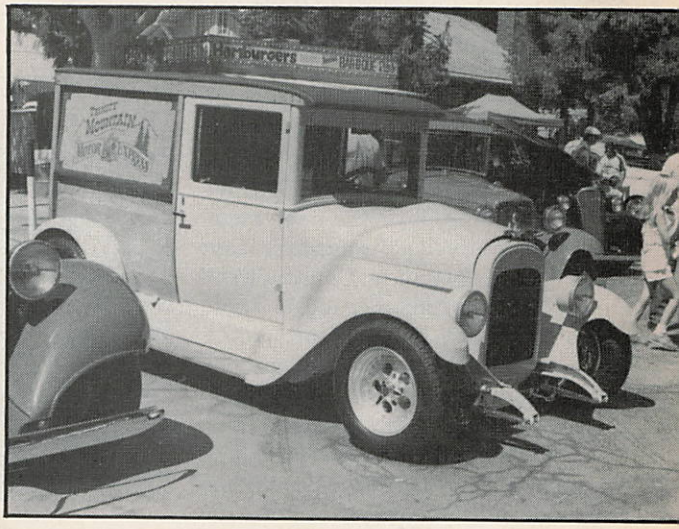
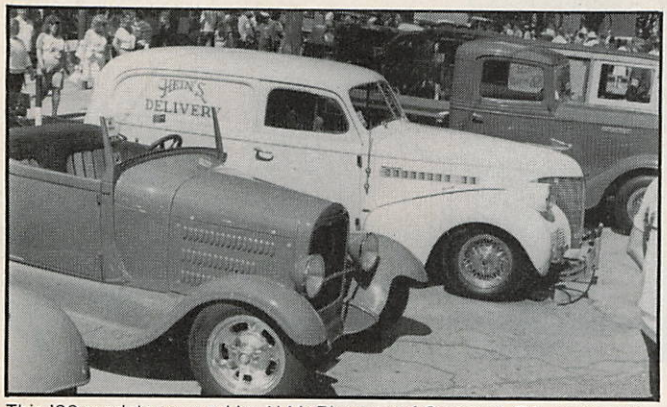
WESTERN NATIONALS



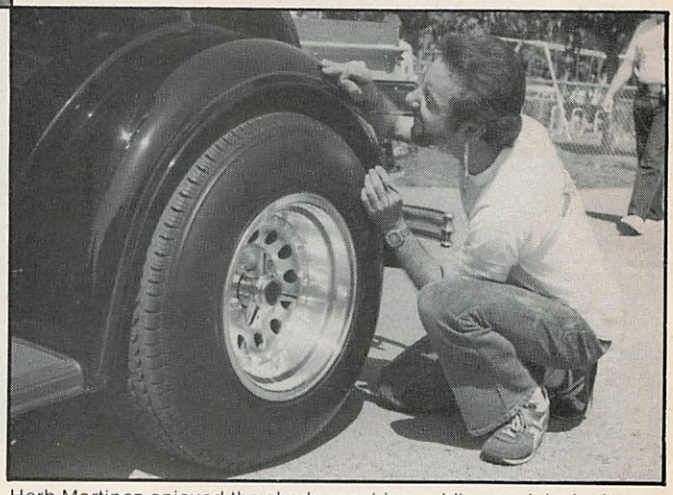




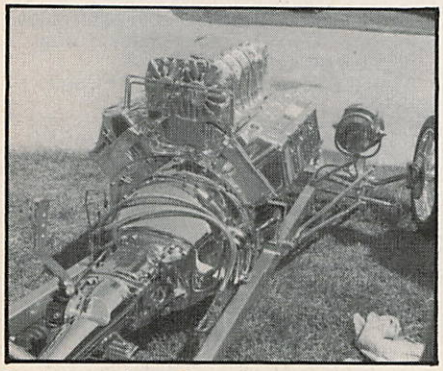
ABOVE & TOP — Scoops are in. This little Austin couldn't fit the scoop under the hood, and the T buckets had no hood at all. But scoops, as big as they may be, were in abundance.

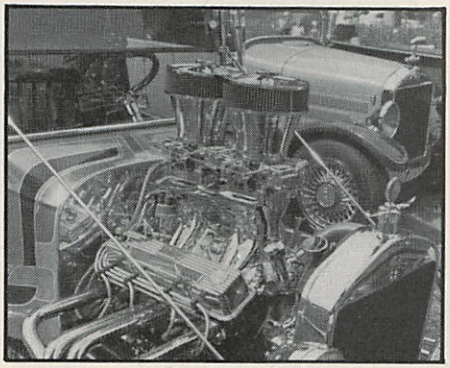


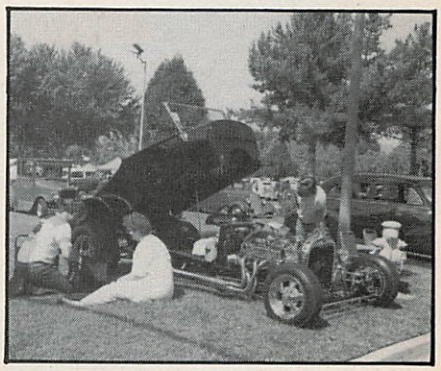
This '29 roadster owned by Al McPherson of Concord, CA, wanted to get a prime spot, so he eased it in next to a couple of trucks owned by Elsworth Hein and Joe Gonzales, both from Lodi.



Herb Martinez enjoyed the shade repairing, adding, and designing his usual pin stripes, for all the needy.



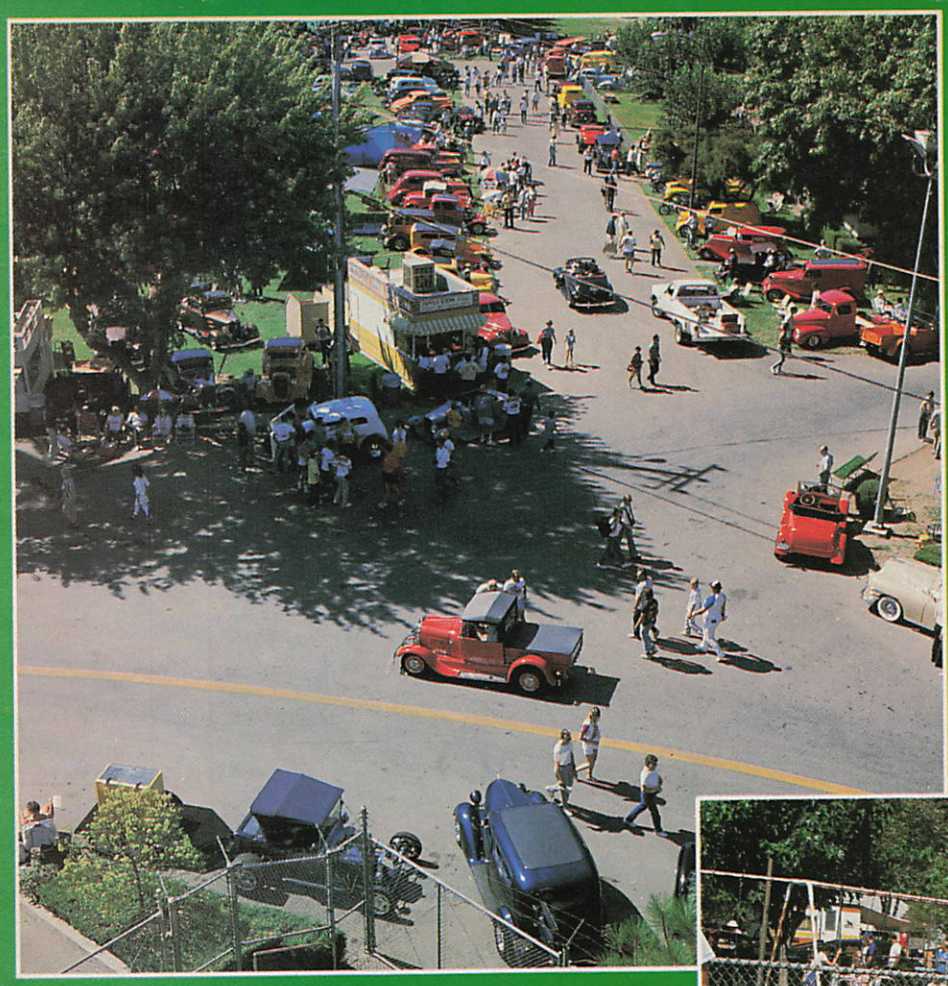


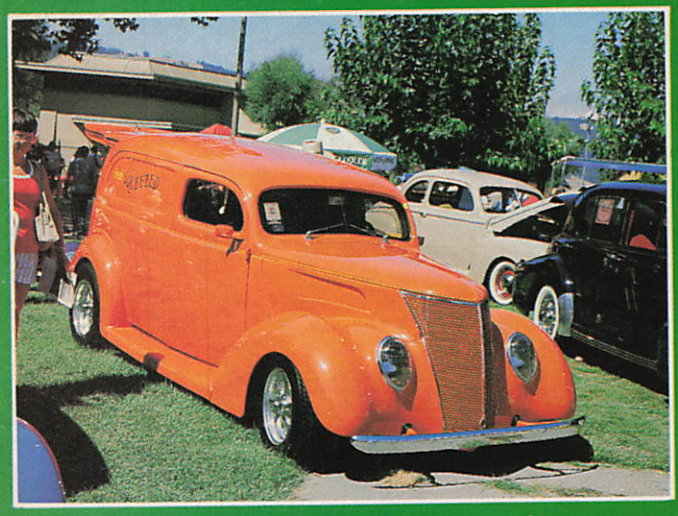


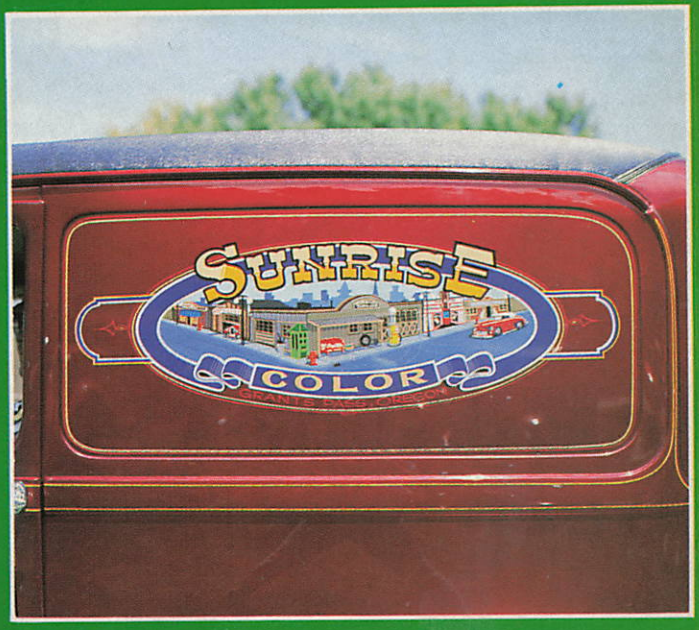
Engines, engines. Everywhere you looked you saw beautiful engines: some in finished cars, some in unfinished cars. We could have done a story on engines alone.

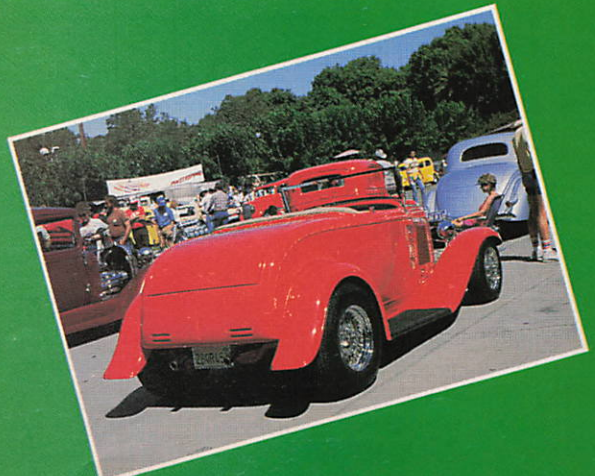
RODDER '86

WESTERN NATIONALS

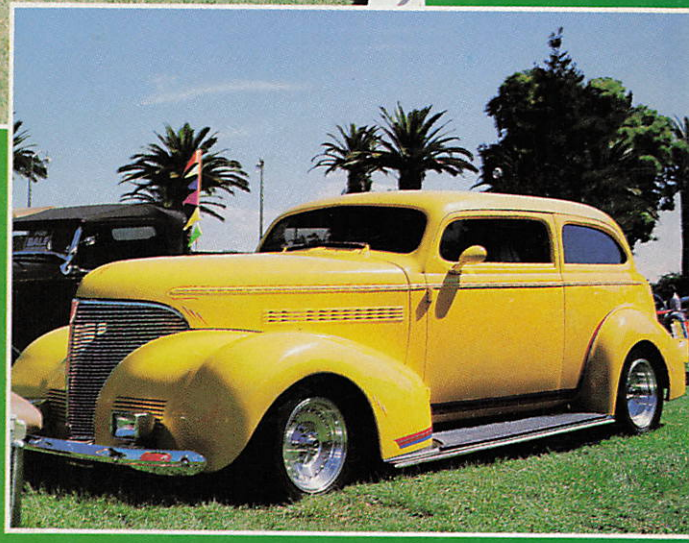


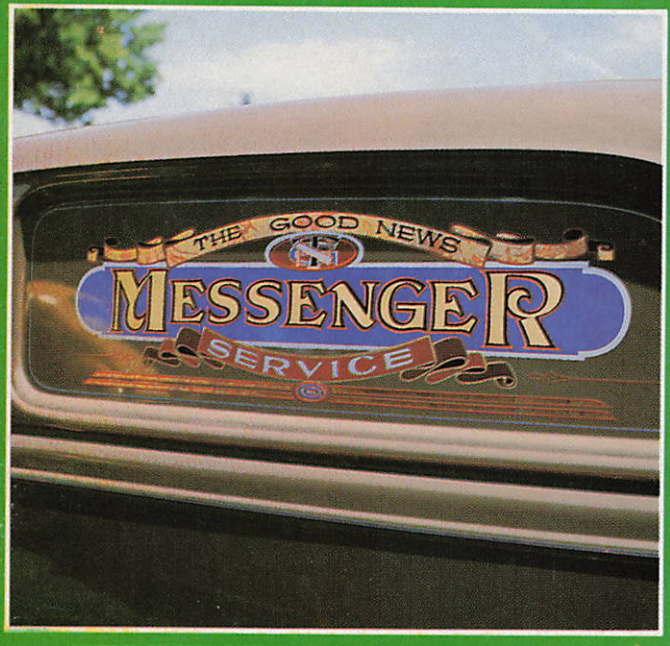






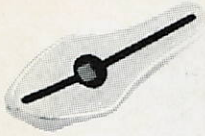
RODDER '86





WESTERN NATIONALS

Bob Drake



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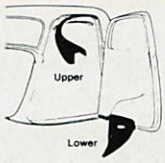
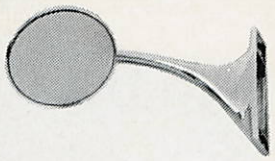
Each is a show grade piece.

1933 - 1934 ..... $15.00 EACH
1936 ..... $16.00 EACH
1937 ..... $25.00 EACH
1939 DLX..... $25.00 EACH
1940 ..... $16.00 EACH
1947 - 1948 ..... $35.00 EACH



1932 - 1948 DOOR SEAL KITS

Coupe & 2 dr. Uppers $8.00 PAIR
Fordor Uppers ..... $12.00 KIT
Coupe & 2 dr. Lowers $8.00 PAIR
Fordor Lowers ..... $12.00 KIT



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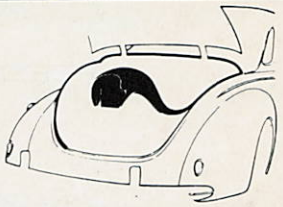

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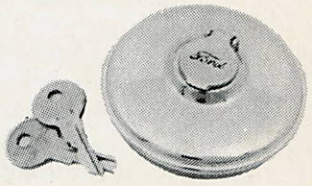

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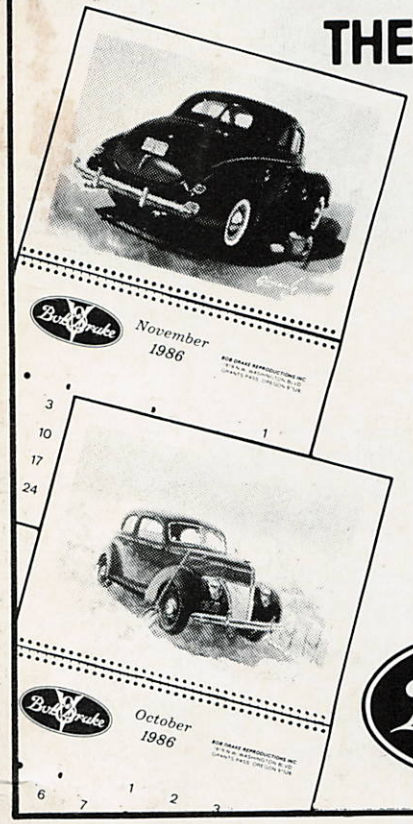

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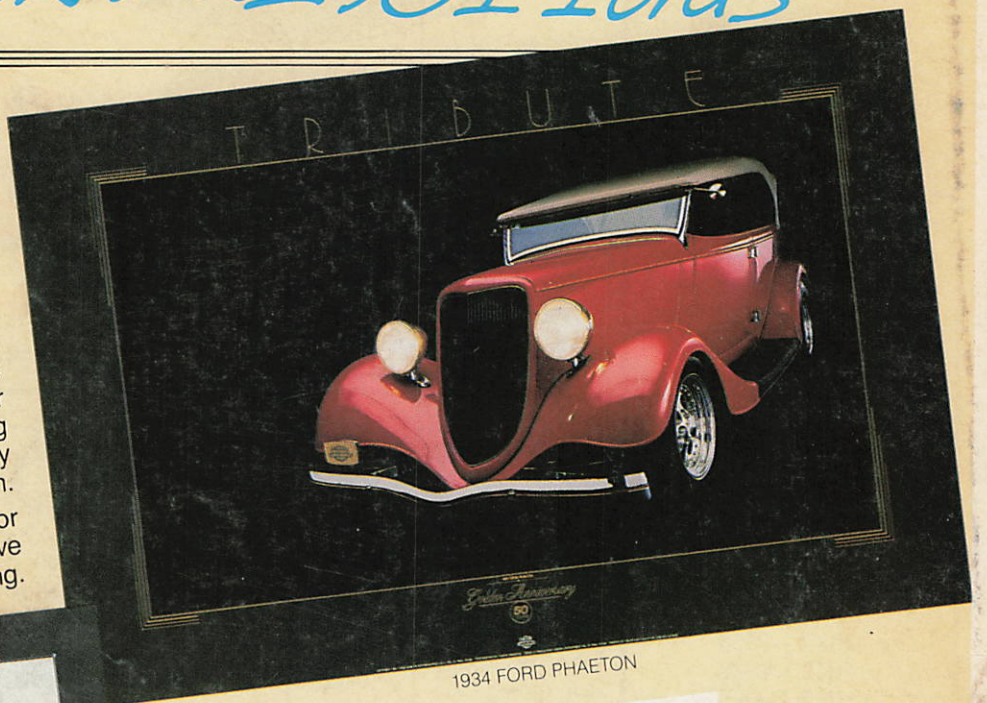

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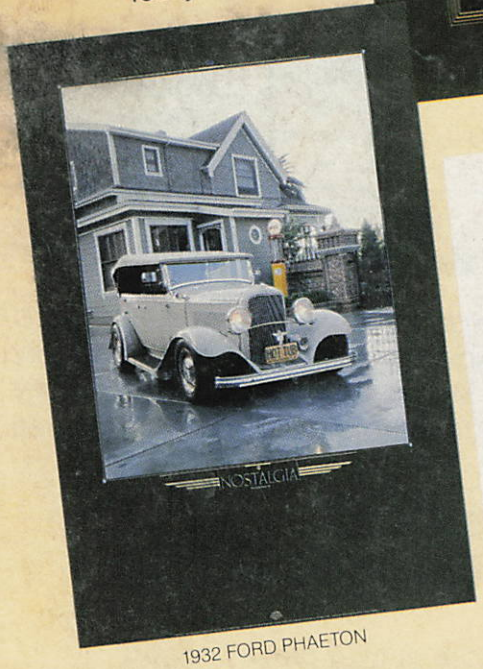

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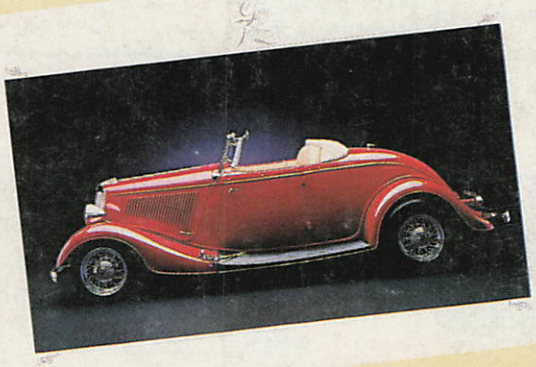

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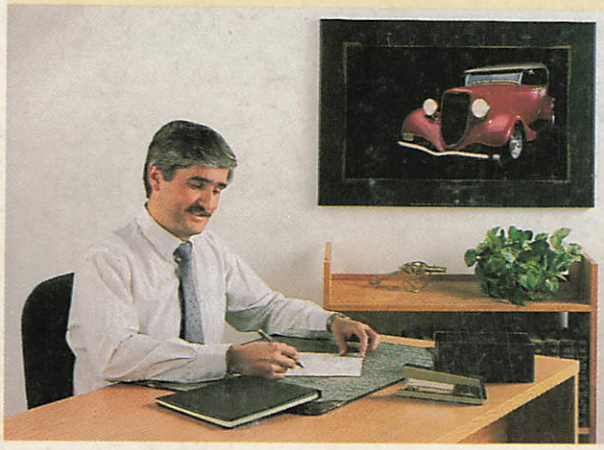

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